

# The Daily Colonist.

**FORTY-SIXTH YEAR.**

**The Brackman-Ker Milling Co., Ltd.**

forth that the present condition of the cotton trade has been caused by "the gamblers using futures in the market to artificially raise the prices of raw cotton" which makes trade practically



VICTORIA DAILY COLONIST, FRIDAY, JANUARY 15, 1904.

## THE WRECK OF THE STEAMER CLALLAM ON JANUARY 8TH, OFF SAN JUAN

Story of the Foundering of the Ill-Fated Puget Sound Ferry Boat Told by the Survivors of the Wreck, Including the Statement of the Master, Captain Roberts, and His Chief Officer, Reprinted from the Several Editions of The Daily Colonist Since the Date of the Wreck, with Portraits of the Victoria Victims, an Illustration of the Clallam and Chart, Showing the Scene of the Wreck.

## SYMPATHY FROM THEIR MAJESTIES KING EDWARD AND QUEEN ALEXANDRA

Death rode on that southwest gale which blew at a rate of forty miles an hour in the Straits of San Juan de Fuca on Friday. The steamer Clallam, a new steamer which has been running for six months on the Victoria-Seattle route, foundered in the storm after the seas had beat in her deadlights, and fifty-three lives were lost. Among the dead are many well-known Victorians, and the city is plunged in grief in consequence. The Clallam zone. She lies deep in her grave six miles to the west of Smith's island, the point being shown in the accompanying map, and the greater number of the victims of the disaster found death much nearer home.

It was about four o'clock on Friday afternoon, when Victorians who were anxiously awaiting friends and relatives to arrive by the steamer, watched the disabled vessel wallowing in the big seas, rolling from beam to beam, as she drifted away before the wind, that most of the lives were lost. Then all the women and children were drowned. The steamer had drifted toward Discovery island, and was about two miles away from the near-by island at four o'clock in the afternoon, when her local agent was strenuously striving to get a tug or steamer to assist her, failing because of the terribly unfortunate chain of circumstances which had taken the tugboat fleet from port, or left the vessels in port with their fires out. She was laboring heavily and the waves broke in through the shattered deadlights and the broken timbers forward, smashing in along the decks as the seas gush in among the shore rocks, drowning the fires, and leaving the vessel well nigh helpless, for she had only the jib set forward.

Capt. Roberts was aware of the danger. Ashore men watched the vessel wallowing in the seas, realizing that she was fighting a desperate battle with the elements, though none dreamed that such a tragedy was being enacted almost at the gateway of the port. Realizing the great danger which threatened the filling vessel, the great seas continued to smash in along her decks and add to the growing depths which swirled in the hold as she labored from beam to beam. Capt. Roberts decided to put the women and children in the steamer's boats and get them to the wooded shores of Discovery island, where the ranchers and Indians would provide shelter. This shore was two miles away, and it was thought that the boats, with experienced seamen in each would reach the shore in safety.

Two boats slid easily down the falls and were filled quickly with women and children. Experienced seamen took the oars and tillers, and there being still room when the women and children were in their places, some of the male passengers clambered in, all thinking to reach the shores that lay two miles away in safety. A third boat was being lowered, but she caught in the falls and being tangled was not got into the water. The two boats, filled with women, children and men—passengers and officers—were out for six hundred yards through the sweeping seas, when they were seen to slow around into a cross sea—heavy tide rips and cross-currents prevail at all times in that vicinity—and both were capsized and everyone drowned in full sight of those still on the ill-fated ferry.

All the women and children the steamer carried and the men who had gone with them in those two boats were hurled into the breaking seas and all were lost. Beaten and battered in the swirling seas the bodies may be washed ashore in this vicinity and, while searchers will patrol the beaches to-day the tug Albion will leave at 7:30 a. m. to scour the straits for the bodies of the lost. None reached shore alive.

Death had begun to take its tax of the company of eighty-six souls who had set out that morning from Seattle. With the sight of the horror in their minds, for it was heartrending as seen from the Clallam, this upturning of the boats and the sudden drowning of all that large number of men, women and children, mostly women, who had left the steamer in the hope of reaching safety, the battle with the elements continued. Ignorant of the efforts being made ashore without result, hoping against hope that, as the shadows deepened quickly into night, assistance would come, the officers of the steamer continued to drive out into the Straits of San Juan de Fuca, drifting before the wind.

Darkness came on quickly, the wind hissed and roared, the seas swept spume over her and the water continued to break in and splash along her deck, filling her gradually. And she still rolled, pitched and rolled helplessly. Men staggered about the decks wearing life preservers, asking each other eagerly what could be done to patch the broken deadlights and holes forward where the water slashed in and gurgled and splashed along the main deck. They knew the steamer was settling. Before long, doubtless, she would founder and all grabbed buckets and all manner of things to bail. In three gangs all hands bailed, but it was a hopeless task, for as fast as they bailed—ever faster—the seas poured in.

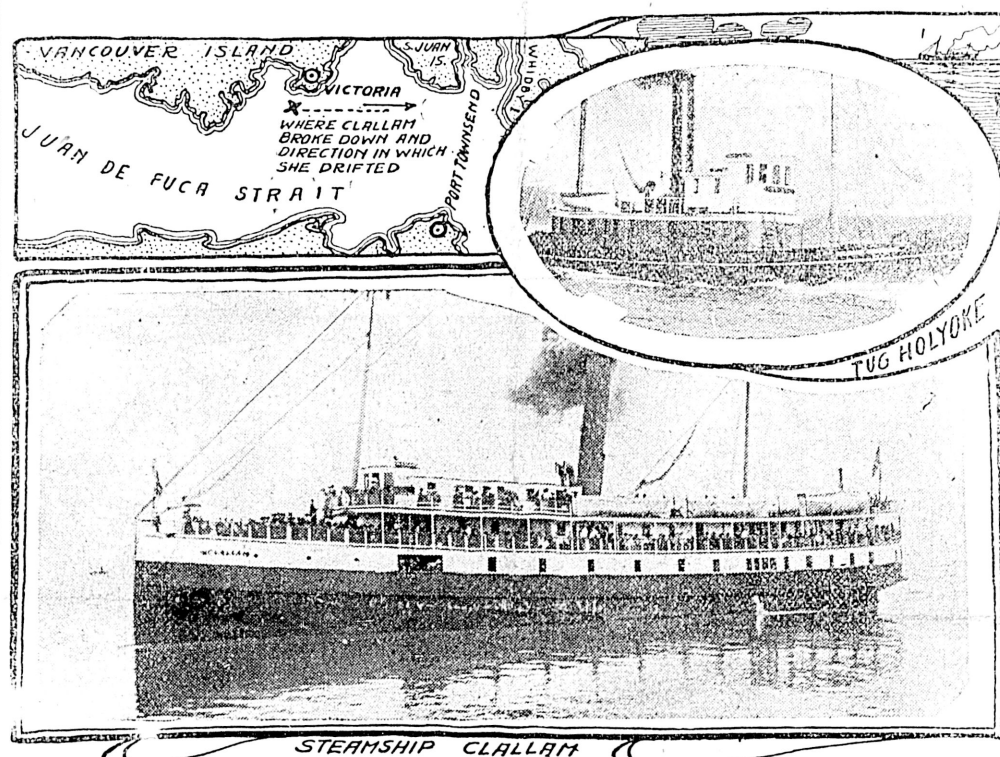
Then it seemed that relief had come. The tug Richard Holyoke, which had been ordered from Port Townsend on receipt of advices from Agent E. E. Blackwood in Victoria, came. Through the murky night with the hissing and roaring of the elements drowning her engine's thrumming, the company of the Clallam saw the triangle of red, green and white lights that told them that a tug had come. Safety seemed assured for the survivors of the disaster—but no. After a line had been put on board the Clallam from the Holyoke, which ran up alongside the shattered steamer, the tug started to tow. This made matters worse, for the Clallam could not stand the strain. She began to part her timbers when the tow started, and the waves broke in through many broken places in her timbers.

As the tug continued to haul her, making good headway through the heavy seas the Clallam careened more and more, and by 10:30 p. m.—the tug had picked her up half an hour before—she was over on her beam and filling rapidly. All those left on board hurried to the main deck, for the broken steamer was settling into the deep waters of the straits under them. Vainly they shouted to the tugboat which strained on the hawser ahead, dragging the breaking steamer through the seas which buffeted her so terribly. All their shouts were drowned by the hissing and roaring of the wind and the noises of the pounding seas which rolled against the vessel. All ignorant of the pending fate of the vessel the Holyoke continued to tow, making good headway, while the water crept up on thefortunates who were huddled on the upper deck. It looked as though they would go down with the steamer beneath their feet while the tug still hauled on her.

For nearly two hours the tug towed while the water degenerated in the stamer and she settled lower. Then the tug Sea Lion, which had been searching the Straits seeking the Clallam came. She steamed alongside in the night, and Capt. Manter shouted to Capt. Roberts, who at once told him of the extremity in which the Clallam was placed by the baffling sea she had received. The Sea Lion—one of the fastest of the Puget Sound tugs—then steamed ahead and notified Capt. Hall of the fate of the Clallam. He cut the hawser that held her and steamed back along side. The Clallam soon rolled over on her beam ends, and all who could crawled over on to the exposed side, and clinging there with the seas breaking over them, they awaited rescue. From there the brave fellows of the Holyoke and Sea Lion, risking their own lives, saved the most of thefortunates.

Seven men were taken from the pilot's bridge of the Clallam, and others were rescued from the waters, whither they were thrown as the vessel began to founder. Mate Hickman and a deckhand of the Holyoke worked like heroes. With a boat from the tug, which was hardly expected to live in such a sea, they picked up one man from a plank and others were taken from the

## THE ILL-FATED CLALLAM AND TUG HOLYOKE



Clallam. But many were drowned. After an ineffectual battle, a struggle to reach safety, they sank down into the seas.

It is reported that the engine room staff who were on duty were drowned by the flooding of the vessel in the first instance, although the survivors do not seem clear on this point. Some say that Second Engineer Smith, three firemen and an oiler were lost in the engine room when the steamer foundered, others that they were drowned when the water flooded in through the deadlights forward in the first instance, which seems more probable. The bodies have lived below after the water poured in through the deadlights.

The tugs stood by until day light, hoping to be able to rescue some of the drowning, and the Bahada and Magic, which had also been despatched, arrived on the scene. The Holyoke proceeded to Seattle with Capt. Roberts and twenty-two survivors. Later the Sea Lion arrived with nine others. All who were saved had stayed by the wreck until the last. The Sea Lion and Holyoke, coming into Port Townsend yesterday afternoon with five bodies, all unidentified, which were found floating amongst the detached upper works that came up from the hull as it foundered. The bodies were all those of men. Two were found wedged amongst the wreckage on the saloon deck, and another was so fast wedged amongst the wreckage that it could not be taken from the wreck. The Sea Lion and Holyoke returned to the scene to seek further victims, and this morning the tug Albion will go from here to scout the straits for floating bodies.

UNFORTUNATE CIRCUMSTANCES.  
Mr. Blackwood's Ineffectual Efforts to Get Assistance for the Clallam.

When the backs were gathered on Wharf street, and the hotel busses lined along the curb on Friday awaiting the coming of the Clallam, Mr. E. E. Blackwood went—as he often does—to the top of the Driand building to see where the steamer was. About 3:45 p. m. he saw her lying skewed around to the wind rolling and wallowing in a helpless condition some four or five miles from Clover Point. It was obvious that some misfortune had overtaken her, probably her screw lost or an accident occurred in the engine room. He hurried to the beach in a hack and arrived about 4 o'clock. After watching her through strong marine glasses, he realized that the vessel was unmanageable, for she was slowed around broadside to the wind, and was drifting away before the wind.

Half an hour before, or thereabouts, Mr. Herbert Taylor had noticed from his house at Battery street that the Clallam had suddenly stopped steaming when en route to port. Her engines were stopped and the steamer was seen to swing around with her port side to the wind, her bow pointing toward the United States side. Helplessly she drifted out into the Straits over toward Discovery island. He noticed that a jib had been set. The steamer was rolling and laboring heavily, swinging from beam to beam.

Mr. Blackwood, local agent of the steamer, when he saw her predicament, though he did not realize how serious was her plight, hurried with his hack to the Colonist hotel, where the nearest telephone was located, and he tele-

## THEIR MAJESTIES' SYMPATHY.

The following correspondence enclosing the message of sympathy from Their Majesties, King Edward and Queen Alexandra, for those who have been bereaved by the disaster to the steamship Clallam, will be deeply appreciated as an indication of the thoughtfulness and solicitude of Their Majesties for their people in the remotest parts of the Empire.



Government House, Victoria, B.C.  
Wednesday, Jan. 13, 1904.  
The Editor of the Colonist,  
Victoria, B. C.

Sir,—I have the honor, by command, to request that you will be good enough to publish the accompanying telegraphic correspondence expressive of the sympathy evinced by Their Majesties, the King and Queen, with the bereaved relatives of those lost in the recent disaster to the steamer Clallam; and of the reply of His Honor the Lieutenant-Governor in regard thereto.

I am, Sir,  
Yours faithfully,  
R. B. POWELL.  
Ottawa, 12th Jan., 1904.

His Honor the Lieut.-Governor:  
Am desired by His Excellency to transmit to Your Honor the following telegram, beginning:  
Minto, Ottawa.—His Majesty has heard with much regret of great loss of life in shipping disaster in British Columbia, and desires you to convey to bereaved relatives expression of his own deep sympathy and that of Her Majesty the Queen.

London, Jan. 12th, 1904.  
(Signed) LYTTTELTON.  
Message ends there.  
(Signed) MAJOR MAUDE.

(Copy)  
12th January, 1904.  
His Excellency the Earl of Minto, Governor-General, Ottawa:

I have received your Excellency's message conveying the regret of Their Majesties, the King and Queen, at the sad loss of life in the wreck of the steamer Clallam, and their deep sympathy for the bereaved relatives, and I hope your Excellency will express to Their Majesties the feeling of sincere gratitude of the people of British Columbia for such kind interest in their misfortune. (Signed)  
HENRI JOLY DE LOTBINIERE.

phone— from there to the local office of the Puget Sound Tugboat Company, asking if they could send a tugboat to the disabled vessel. They could not, for they had no tug available, the Lorne being at the Cape. Mr. Blackwood then telephoned to J. H. Greer, agent of the Albion, but found that vessel was at Tacoma. He telephoned to the owners of the Sadie, who replied that their vessel was on the West Coast. Messages to the local office of the C. P. R. Steamship Company brought replies that all their steamers in port had their fires out and engine room staffs absent, and it would take five or six hours at the least before any one of them could be made ready to put to sea.

Efforts were made to have the tug Princess, of the public works department, which is tender to the dredge Mullark, go to the assistance, but the officers thought the gale too fierce for the Princess to proceed. Applications to local agent of marine and fisheries in regard to the Quadra, brought the information that the government steamer, which is out of commission, could not be got ready, as her fires were not only out, but her engines were apart being repaired.

Mr. Blackwood telephoned to Messrs. Bullen at Esquimalt, who said they would send their steamer Maude, which is always kept with steam up under an agreement made by the B. C. Salvage Co. with Lloyd's agency, and then Mr. Blackwood came to the city. On arrival at his office, on Government street, which is out of commission, could not be got ready, as her fires were not only out, but her engines were apart being repaired.

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The long-distance telephone was then brought into play, and Mr. Blackwood telephoned to Capt. A. A. Sears, of the steamer Iroquois, and asked him if he would proceed out to intercept the steamer Clallam on her way from Vancouver and ask Capt. Troup, who was on board, if he would go out and seek for the Clallam. Capt. Sears replied that the Clallam had already passed fifteen minutes before. Arrangements were then made with Capt. Sears to proceed in search of the Clallam.

The Iroquois left at 5 o'clock, and although Capt. Sears, of the Iroquois, did not realize the fact that his brother's life was then in the balance, for now that the full tale of disaster was told, the name of Harvey Sears is among the dead. He is a brother of Capt. Sears. The Iroquois went from Sidney at 5 o'clock and searched without seeing anything of the missing vessel until 11 p. m., when she returned to Sidney.

In the meantime Mr. Blackwood had telegraphed to Supt. Burns at Seattle, and arrangements were made with the Puget Sound Tugboat Company to dispatch two tugs from Port Townsend. The Richard Holyoke and Sea Lion were sent from Port Townsend at 6 o'clock, and the former vessel found the Clallam at 10 p. m., and picked her up. The Sea Lion found her after midnight, arriving in time to notify the Richard Holyoke of the critical condition of the vessel she was towing, all ignorant of the fact that the steamer was foundering.

endeavored to have Capt. Troup despatch the Clallam to join in the search, but Capt. Troup, like the majority of those in Victoria, believed that the Clallam was drifting with a broken propeller and would be picked up safely by the tugs which had gone from Port Townsend and which would reach her before the Clallam could.

TALE OF DISASTER.  
Survivor's Tale of the Loss of the Steamer Clallam.

Port Townsend, Jan. 9.—Information furnished by survivors of the Clallam state that a terrific cross sea was encountered off Trial Island. This cross sea was pelting the vessel, retarding her progress and making life uncomfortable for those on board. Little fear was manifested until word came up from below that the vessel was leaking. Investigation showed that the waves on the windward side had stove in a deadlight, through which the water rushed in a volume, resisting all efforts to stop it. Seeing the effort futile, the passengers, particularly the women and children, and all who desired were put off from the steamer in the ship's boats.

The heavily-laden boats were thrown about wildly in the choppy sea, and one after another, after succeeding in getting away from the vessel, were either capsized or swamped. The terrible fury of the storm is attested by the fact that not a steamship could get into the harbor, the small boats which left the ship when she was first in danger, lived to tell the tale. Word had come from Victoria of the vessel's predicament, and a fleet of powerful tugs was despatched from Port Townsend to render assistance. The Richard Holyoke, in command of Capt. Robert Hall, was the first to reach the Clallam, which had by this time careened partly over the horizon of water, which had put the engines out of commission. The Holyoke reached the Clallam about 11 o'clock Friday night, and about 1 a. m. today succeeded in getting a hawser aboard. She started to tow the Clallam to safety.

The Clallam took a heavy lurch and those on board were compelled to climb to the roof of the pilot house for safety. Without a moment's hesitation the tug's boats were lowered and the work of rescue begun. At this time the tug Sea Lion, Capt. Manter, arrived on the scene, her men rendered valuable assistance. Before all the struggling people had been taken off, the Clallam commenced to break up, and soon afterwards went down. All possible assistance to the rescued people was rendered by the two shipmasters and their crews, and the tugs hurried to Port Townsend. The passengers surviving and the remainder of the crew then took passage on the Dalgo, bound for Seattle.

The tug Bahada arrived here this afternoon with five bodies, recovered in the vicinity of Smith's island. Four bodies were encased in life-preservers. Three of the bodies have been identified as W. B. Gibbons, of Tacoma; Eugene Hicks, of Friday Harbor, and Captain Livingston Thompson, of Victoria.

When the Clallam sank the main deckhouse and the Texas and pilot house became detached and remained afloat. These were carefully searched at daylight this morning by the crews of the Bahada and Magic. The pilot house and Texas had then drifted about one mile from the wreckage of the main deckhouse. One body was recovered from the main deckhouse by the crew of the Bahada.

After landing the 34 survivors, the Sea Lion and Holyoke returned to search in the vicinity of the San Juan Island, where wreckage would drift owing to the southeast wind which had prevailed today.

Although their names were not included in the passenger list of Purser Freer, it is known that at least five children were lost. Of these three were children of Thos. Sullins, of Westholm, and two of Wm. La Plant, of Friday Harbor.

Three watches found on the bodies had stopped within three minutes of each other showing that the three were drowned about 122 a. m. and the bodies unidentified is that of a man about 60 years old, five feet ten inches tall with chin whiskers, moustache and hair white. The only papers found on his person was a letter to Chief Justice Hunter, of Victoria, apparently written by Mrs. Hunter in Portland, and given to the unfortunate man to be personally delivered to Chief Justice Hunter.

A SURVIVOR'S STORY.  
Women and Children Drown Before Eyes of All.

Wm. Crimes, of Redmond, Wash., was aboard the Clallam, bound for Victoria, and gives a concise statement of the disaster: "The weather was pretty rough," he said, "but we had no suspicion of danger until some one forward said something about life-preservers. I went forward to investigate, and there learned that the Clallam was making water rapidly. The boats were promptly manned and launched, and the women and children and such passengers as desired to leave were placed in them, commencing about 122 a. m. The boats were made off from the steamer safely, but one after another they capsized, and we were helpless to render them assistance. They simply drowned before our eyes. In the meantime the crew and passengers were busy bailing and trying to stow the leak, but without success. The bailing was kept up, however, and soon

we were overjoyed to learn that a big tug had hold of us. The tugboat started and made good headway until it became apparent that the Clallam was careening under us, then all hands went on deck, and as the ill-fated packet listed we gradually crawled up on her exposed side, from where the brave fellows from the Holyoke rescued most of us."

Persons among those known to be aboard and as yet unaccounted for, is Homer Swaney, iron and steel plant promoter, and owner of valuable iron properties in British Columbia. He boarded the vessel here, and was not among the rescued.

A SUPERSTITION.  
The Bottle of Champagne Did Not Break at the Christening.

Tacoma, Jan. 9.—When the steamer Clallam was launched here on the 1st of April, the bottle of champagne was not broken, but fell and slid down along the side of the vessel. Old seamen, as a result, predicted that disaster would overtake the vessel within a year, and it was said at the time that it would be a difficult matter to secure a crew to man the vessel.

THE VICTIMS.  
Many of Those Who Met Death in the Disaster Well Known Here.

The victims of the disaster which took place off Discovery island during the southwesterly gale, include many well known Victorians.

N. P. SHAW  
of this city was a well known and prominent business man, who was associated with many promising enterprises. He was a member of the Board of Trade and ever identified with efforts for Victoria's growth. He was a son-in-law of C. H. Laurin and left a wife and child. The well-known promoter and business man was cut off in his youth by the disaster, it being but thirty-six years since he was born in Victoria, New Brunswick. He was the owner of the steamer Venture, and of the Southern Cross mines at Uchucklesett, which recently began shipping, and where fifteen men are employed. He was associated in business enterprises with the Yukon country, shipping considerable cargo north.

Mr. Shaw left Victoria on Sunday last and proceeded to Portland on business. He had intended to continue on to Sacramento to visit a brother, who resides there, but changed his mind and returned by the fated trip of the Clallam.

HOMER H. SWANEY  
who was lost was a well-known mining man. He was formerly a resident of McKeesport, Pa., and since coming to the coast he has put some \$60,000 in ventures for the flotation of an immense iron and steel working concern to be established at Seattle and on the Vancouver island coast. He has been engaged for some time in negotiations with Messrs. John Braden, Capt. Thompson and others of this city for the purchase of iron properties located at Saretta on Barkley sound, and was in Victoria at the beginning of the week in this connection.

Mr. Swaney had returned but a few days ago from New York and other eastern cities where he had gone to secure capital for the enterprise he proposed to establish in connection with the iron mines of the country. He had been interested with him in the enterprise and a very big concern was shortly to have been floated by Mr. Swaney, who sought to establish a large industry at the mines of the Vancouver island coast.

He was well known to Victorians, especially those interested in mining, having made frequent stays in this city. He was interested in the purchase of iron mines in the country of Ironclad and had bought large quantities at the Texada mines for shipment in scowloads to the furnaces near Port Townsend. It was his intention to secure one of the west coast for the same purpose.

MRS. A. J. C. GALLETT  
and Miss Gallett, wife and daughter of the well-known local manager of the Bank of Montreal, who were returning home. They are well known to Victorians, having resided for years at their charming residence on Rockland avenue. Mrs. Gallett was returning from a holiday at the Green River Hot Springs. Mrs. Gallett had been run down in health on account of a severe cold and had gone to New Springs to recuperate.

GEORGE J. JEFFES  
who is another of the lost, is the son of William John Jeffes, the foreman of the B. C. Market on Government street, and resided at 132 Port street in this city. Besides his father and mother he leaves four brothers and one sister. One of his brothers is in Oregon and another in San Francisco. Jeffes came here from Tacoma three months ago.

CAPT. LIVINGSTON THOMPSON, whose body has been recovered, according to advices received by the Colonist, was a well-known Victorian. He was a provincial land surveyor with offices in the McGregor block, adjoining the Colonist office. He was a retired army officer and leaves a wife in this city. Capt. Thompson has surveyed many local mining properties and timber limits, having recently been engaged in surveying a timber limit at Clayquot. He surveyed the Yreka mines, and many other Vancouver island proper-











# ARMY AND NAVY CLOTHING STORE

117 Government Street

117 Government Street

117 Government Street

117 Government Street

## FIRE SALE

F I R E S A L E	Clothing Department	F I R E S A L E	Shoe Bargains	F I R E S A L E	Overcoat Bargains	F I R E S A L E	Hats and Caps Department	F I R E S A L E
	Lot A. 50 Men's Fine Herring Bone Worsteds Suits, Assorted Colors, All Sizes. Regular Price, \$13.50. FIRE SALE PRICE, \$6.45.		210 Pair Men's Satin Calf Bals, worth \$4.50, FIRE SALE PRICE, \$2.40.		Lot A. Men's Blue Beaver Coats, Nice Quality, Velvet Collar, worth \$10, FIRE SALE PRICE, \$4.25.		Men's Stetson Hats, worth \$5 to \$6, FIRE SALE PRICE, \$3.	
	Lot B. 47 Men's Extra Heavy Weight Navy Blue Diagonal Serge Suits, Double and Single Breasted, Square Cut. Regular Price, \$15. FIRE SALE PRICE, \$7.50.		304 Pair Men's Buff Bals, Screwed Bottom, worth \$2. FIRE SALE PRICE, \$1.25.		Lot B. Men's Fine Quality English Beaver, Blue and Oxford Grey, Velvet Collar, worth \$18, FIRE SALE PRICE, \$8.85.		Men's Stylish Fedoras and Derby's, worth \$3.50. Cut in half, \$1.75.	
	Lot C. 33 Men's Clay Worsteds Suits, Blue and Black, Satin Lined, Tailor Made. Regular Price, \$22.50. FIRE SALE PRICE, \$10.45.		198 Pair Men's Flesh Calf Bals, worth \$3. FIRE SALE PRICE, \$1.90.		Lot C. Men's Fawn Colored English Whipcord Overcoats, Plaid Back Linings, specially well made, worth \$25, FIRE SALE PRICE, \$11.95.		All of the \$2.50 Hats at \$1.25 each while they last.	
	Lot D. Men's Fancy Worsteds and Tweed Suits, Square and Round Cut, worth \$10 to \$12.50. FIRE SALE PRICE, \$5.90. Remember, the store must be vacated for repairs, so stock must be sold.		200 Pair Men's Working Boots, FIRE SALE PRICE, 90 CTS. A PAIR. 506 Pair Men's Odd Lines, worth from \$3 to \$5.50 a Pair, all going at FIRE SALE PRICE, \$2.15 A PAIR. 400 Pair Boys' Flesh Calf Bals, Standard Screw Bottoms, Sizes 1 to 5, worth \$1.75, FIRE SALE PRICE, \$1 A PAIR. 200 Pair Youths', same style, 11 to 13, FIRE SALE PRICE, 90 CTS. A PAIR.		Men's Pea Jackets, 10 only, Dark Blue and Oxford Grey, well lined with Flannel and Italian Cloth, worth \$6.50, FIRE SALE PRICE, \$2.90. You will never get such a chance again.		An odd lot of Stiff Hats at 50 cents each. Boys' Navy Twilled Flannel Caps, 5 cents. Men's Navy and Tweed Caps at 15 cents. Boys' Navy Serge Caps at 15 cents. Boys' Round Tweed Caps, 5 cents. Boys' \$1.50 Hats at 50 cents each.	

### Mens' Working Shirts

All to clear at Fire Sale Prices.  
Men's Black Sateen and Black and White Stripes, were 50 cents,  
FIRE SALE PRICE, 25 CENTS.  
Men's Flannelette Shirts at 25 cents.  
Men's Moleskin Shirts, Grey, at 50 cents.  
Boys' Shirts, were 75 cents, now 35 cents.  
Men's Colored Dress Shirts, were \$1,  
FIRE SALE PRICE, 50 CTS.  
Some of these were slightly damaged; others not hurt a particle.  
We must clear this store in a hurry; landlord wants it for repairs.

Nearly Half of the Roof of Our Building is Burned. The Owner of this Property Requires his Building for Repairs. In the Event of a Snowstorm it Will Necessitate Us Moving. We are Determined to Close Out Regardless of Cost.

### OUR LOSS YOUR GAIN

Thirty Salesmen to Wait on the Crowds. Our Time is Limited, so Prices are to Sell Out Fast.

### Mens' Underwear

Men's All Wool, Mission Flannel Shirts and Drawers, Gold, Red and Blue, worth \$2 each,  
FIRE SALE PRICE, \$1.37½ each.  
50 Dozen Men's Grey Wool, Ribbed Shirts and Drawers, worth 50 cents each.  
FIRE SALE PRICE, 25 CTS.  
Men's All Wool Shirts and Drawers, worth \$1.25,  
FIRE SALE PRICE, 87½ CTS.  
Men's Fancy Striped Shirts and Drawers, worth 75 cents,  
FIRE SALE PRICE, 37½ CTS.  
Men's Fancy Wool Shirts and Drawers, \$2 a suit,  
FIRE SALE PRICE, \$1 A SUIT.

SWEATERS	SOCKS	SUSPENDERS	MACKINTOSHES	BLANKETS
Men's All Wool, Navy Fancy Knit Jerseys, worth \$2.50, FIRE SALE PRICE, \$1.50. Men's \$2 Sweaters, \$1. Men's \$1 Sweaters, 50 cents. Men's \$1.50 Sweaters, 75 cents. A big sample line of Fancy Sweaters at half prices.	Men's Heavy Wool Socks, 3 PAIR 25 CENTS. Men's All Wool 25 Cent Socks, 3 PAIR 25 CENTS. Men's Natural Wool Socks, 2 PAIR 25 CENTS. Men's Black Cashmere Socks, were 35 cents, NOW 20 CENTS.	1,000 Pair at HALF PRICE. 75 Cent Braces 35 Cents. 50 Cent Braces, 25 Cents. 25 Cent Braces, 12½ Cents. Extra Hands For The Crowds. <b>NECKTIES</b> 2,000 To Be Slaughtered. Men's and Boys' Bow Clips, worth 25c. NOW AT 12½ CTS. EACH. The 75 Cent Flowing Ends, Tecks and Four-in-Hands at 35 CENTS. The 50 Cent Ties at 20 CENTS. White Lawn Bows, 5 CENTS.	50 Men's Waterproof Coats, Velvet Collar, Double Texture, Plaid Lining, regular \$3.50, FIRE SALE PRICE, \$1.75. 25 Silk Finished, Extra Quality Raglanshape Mackintoshes, Velvet Collars, regular \$12.50, FIRE SALE PRICE, \$6 25. <b>BOYS' MACKINTOSHES, \$1 50</b> Men's Beaver Mackintoshes, Dark Blue, with Velvet Collars, Double Texture, Plaid Lining, regular value, \$10, FIRE SALE PRICE, \$3.90. 50 Dozen Black Wool Socks, 12½ CENTS A PAIR.	500 Pair at BARGAIN PRICES. 5-Pound, All Wool Scarlet Blankets, all perfect, worth from \$5.75 to \$4, FIRE SALE PRICE, \$3. 5-Pound, Grey Wool, Blankets, regular value, \$3.50, FIRE SALE PRICE, \$2 A PAIR. 5-Pound, Dark Grey Blankets, worth \$2.50 a pair, FIRE SALE PRICE, \$1.25.
HANDKERCHIEFS	BEDSPREADS			UMBRELLAS
Men's White Cambric, 40 cts. a dozen. Bargains in Silk and Fancy Handkerfs	There are a few odds and ends in this department only slightly soiled at bargains. Red Mixed, Solid White and Novelty Colorings, Fringed.			Were wet but not hurt. Most all new, at big bargains.

The Prices on This Stock Have Been Marked Down to Move the Goods Out in a Hurry at

## THE BIG FIRE SALE

Remember We Must Vacate for at Least Three Weeks in Order to Give the Landlord an Opportunity to Make Necessary Repairs

## Army & Navy Clothing Store

117 Government Street

117 Government Street

117 Government Street







## The Colonist.

FRIDAY, JANUARY 15, 1904.

## PUBLISHED BY

The Colonist Printing & Publishing Company, Limited Liability.  
No. 27 Broad Street, Victoria, B. C.  
A. G. SARGISON, Managing Director.

## \$25.00 REWARD.

The above will be paid for information that will lead to the conviction of any one stealing "The Colonist" from a subscriber's door. Subscribers missing their paper, or where paper is not delivered on time, are requested to notify the business office. In case of non-delivery a second copy will be delivered free of charge.

## YESTERDAY'S ELECTIONS.

We think the citizens of Victoria are to be congratulated on the result of yesterday's municipal elections. While the defeated candidates doubtless included in their numbers men who would have been able to render good service to the city had they been elected, there is no question that the successful candidates, both for the Council and the School Board, are such as will conduct civic affairs with credit to themselves and with benefit to the community. The splendid majority that Mr. Barnard obtained in the contest for the Mayoralty, must be a source of great satisfaction to him as marking the recognition by his fellow citizens of the manner in which he has acted as a member of the Council, and indicating their confidence in the course he will pursue as the City's Chief Magistrate. The situation today is such as to open a wide field for the display of progressive and energetic policy in municipal affairs, and the men who will compose the Council for the ensuing twelve months can be relied on to co-operate heartily and earnestly with the Mayor in everything designed to advance the City's interests.

Those who are interested in the City's educational system (and that should include every intelligent and loyal citizen) will certainly be satisfied with the choice by the electors of members of the School Board. The re-election of Mrs. Jenkins and Mr. Boggs ensures a continuity in educational methods very important in the interests of the schools. Altogether the results of the election will give general satisfaction and we think it is not taking too optimistic a view of the situation to predict that the material progress made in the last few years is likely to be continued and even accelerated during the next twelve months.

## THE PUGET SOUND SERVICE.

The announcement that the Canadian Pacific Railway Company has acceded to the request of the Board of Trade, and will place the steamer Princess Beatrice on the service between here and Seattle, will be heard with general satisfaction. The manner in which that company carries out any undertaking on which it enters is so well known that the people of Victoria will realize that the service between here and Puget Sound will be placed on a basis that it has not occupied since the loss of the City of Kingston. In the Princess Beatrice the company has a vessel immediately available that in seaworthiness and the character and style of her accommodation for passengers leaves nothing to be desired for the winter service on this route. Doubtless it is the volume of summer travel makes it necessary to put on a vessel with more extensive accommodation for passengers; the company will be equal to the situation and having taken up the business will not permit either money or energy to be lacking in developing it to the utmost possible extent. The company's reputation is so well and so widely known that the announcement that it has placed a vessel on the Victoria and Seattle route will produce a most salutary effect on the mind of the traveling public which can scarcely fail to have been disturbed by the appalling accident of last week. The effect of that incident might have been injuriously felt for a long time in a diminution of the traffic in the ordinary course of things and the appearance of the Canadian Pacific Company on the scene and its occupation of the route is calculated to have a most beneficial effect on the volume and character of the traffic.

## A CANADIAN EAST ATLANTIC SERVICE.

Although far from being conceived on the ambitious scale which Canadians for several years past have been dreaming of as necessary for the maintenance of the Dominion's position in trans-Atlantic traffic, we are at length promised an improvement in the steamship service between Canadian and British ports. Apparently any idea of entering into effective competition with the steamers running to New York for the first-class passenger business has been abandoned and the Dominion Government has decided to rest content with such an improvement in the present Canadian service as will maintain it on something like the basis that the advance in marine architecture and engineering has made imperative if the steamship line on the Canadian route was not to fall comparatively behind its rivals from other ports. A seventeen knot service at the present day can only be regarded as the equivalent of what a fourteen knot service was fifteen years ago, and in the minds of trans-Atlantic travelers will be considered as not to be mentioned in the same breath as the twenty-two to twenty-three knotters that now figure in the fleets of the great British and German companies. Still the improvement now announced as to take place in the Canadian service will be welcomed by Canadians who desire to patronize the national lines, if by so doing they do not have to make too great a sacrifice in respect to the accommodation provided and the time required on the passage.

In one respect the contract into which the Government has entered for the performance of the mail service will meet with very general approval, and that is in the fact that the pioneer Canadian

steamship firm has secured it. Through all the negotiations during the past eight or nine years in which the establishment of a faster and better Atlantic service has engaged the attention of successive Dominion governments, there has been a very general desire expressed that the Allan Company should be the firm undertaking the service. At one time this appeared probable, as Messrs. Allan took a very conservative view of the matter and expressed the opinion that a service designed to actually compete with the American lines in speed and passenger accommodation could not be maintained as a commercial proposition unless with a subsidy larger than Parliament was likely to grant. The apparent failure of the various negotiations that have been had with shipbuilders and steamship owners seems to show the correctness of the view taken by Messrs. Allan. The subsidy is on a very modest scale as compared with what was suggested for the more ambitious proposal and from the details given in the despatch does not seem to be likely to exceed \$100,000 per annum, it being regulated by the number of round voyages performed and not based on a specific annual payment. It is apparently regarded as only a temporary arrangement, since it is stated that beginning with the opening of navigation this spring, the contract will be terminated in August, 1906.

The Canadian port is to be Quebec in summer and St. John in winter and the seventeen knot boats are to make the distance between Merville and Rimouski in six days and between the former port and Halifax in six and one-half days, the slower vessels for the service being allowed seven days for the summer and seven and one-half for the winter service. Moderate is the acceleration of speed under this arrangement, the shorter distance over the Canadian route as compared with that to reach New York, will, of course, continue to assist the popularity of the Canadian route with our own people, and it is to be hoped that the result of the new service will be so satisfactory to the firm carrying it on that before the termination of the contract it will see its way to put on vessels of greater speed, so that the Canadian route may not fall hopelessly behind the more southerly routes with their greyhounds steadily increasing the speed under which they make their passages.

## LETTERS TO THE EDITOR.

INFORMATION WANTED.  
Sir,—With regard to the dreadful Clallam disaster, do you not think it is high time we heard the opinion of our "Inspector of Halls"? Did he or did he not inspect this floating coffin? Come, Mr. Collister, let us hear from you on the subject.  
AN ANXIOUS INQUIRER.

## ERRATUM.

Sir,—I beg to call your attention to an error in the second paragraph of my letter in your issue of this morning re Clallam disaster.

It was probably owing to my bad writing, or it might possibly be the typewriter's mistake, which makes me say that "it would be unreasonable to expect the owners of private yachts to keep their craft life in case they might be needed for rescue, and 'reserve' work," etc., etc. This may be a small matter, but makes the sense decidedly obscure.

## ONE OF THE PEOPLE.

## A NEW SOCIETY.

Sir,—The Iroquois theatre calamity, preceded by a series of railroad accidents and followed, nearer home, by the fatal break-up of the Clallam disaster, has very conveniently and sympathetically been referred to the dispensations of an all-wise Providence. Perhaps it would not be unwise to suggest, in connection with the question of the Divine scheme of things, the average man would realize the essential difference between the seafaring qualities of the tub for barrel of our local "Diggers," "Hill Nys," and those of a first-class craft like the Princess Victoria. Even without resorting to so extreme a comparison as the above, it may safely be assumed that the average theatre-goer would not regard with serene frame of mind his chances in negotiating a three-escape without a ladder, or an exit fenced in by an iron gate, securely padlocked. Neither would a boat, hastily and carelessly thrown together, in accordance with the most rigid ideas of economy both as regards materials and workmanship, be calculated to enthrone the veriest hand-lubber at the helm of a vessel.

It is one of the greatest paradoxes of this eminently paradoxical age, that, while we have a Society for the Prevention of Cruelty to Animals, and one for the Prevention of Cruelty to Children, we do not seem as yet to have organized a practical Society for the Prevention of Cruelty to ourselves. The Royal Humane Society no doubt, performs a noble and useful sphere of usefulness, a very great and noble work. Other societies in their respective spheres of duty, are doing splendid service, but it would appear that a great deal yet remains to be done in connection with the safety of the human race.

As to the need for a Society for the Prevention of Human Life, take, as an example, the mining industry. There is a law on this in B. C. I have been pleased to state which has the enviable reputation of averaging one death per day. The society would here step in (quite apart from any trade union responsibilities), and endeavor to ameliorate this horrible state of affairs. It would ascertain, without fear or favor, how far this loss of life was preventable, and who, if any, were the culpable parties, and in what manner the law, as it stood, should be amended. It would be within the society's rights to insist—not in a local, but in an international sense—upon the requisite care being taken both with regard to the conduct of the management, and the choice of the men at whose mercy were placed the lives of their fellow-workmen; and this jurisdiction would be added to the question of the quality of machinery, tools, or working gear in any way calculated to menace the safety of the miners.

The foregoing principle would necessarily be equally applicable, as a further illustration, take the shipping business of this Coast. Some little time ago, I am credibly informed, a well-known steamboat was put in commission with a leaking hull, and, unfortunately, this boat was engaged to get piled upon a rocky ledge before anything more serious could happen to her. Of course, no one in the service was very naturally it would affect business.

A hint to the proposed "S. P. H. L." would have contributed to the equipping of this vessel with a non-leaking hull, even previously been jeopardized by the leak. Similarly the strag, but not inapt, intercalation as to the seaworthiness of the ill-fated Clallam (just as in regard to her shipwreck the most over-trustworthy news, and the uninitiated would learn something as to whether two-inch girders, unsound planking had been used in the construction of the Clallam—whether she had been spiked or riveted—whether she had her list fifteen or more feet apart)—in short, whether or not she was a perfectly seaworthy boat. It may be answered: "There are inspectors already employed to see to this." Yes, we quite realize

that fact, and—to digress for a moment—we know that in the matter of the Iroquois theatre, after the inspectors had done their work and found everything "perfectly satisfactory," a frenzied public went to the theatre and found everything perfectly unsatisfactory—in fact, over three hundred public halls and places of amusement were truly ascertained to comply in scarcely any respect with the requirements of the law. So much for the inspectors, whether they live in Chicago or on Puget Sound. When we used to read at school that "a small leak will sink a great ship," it did not then occur to us that in our maturer years, this infantine wisdom would be used to fortify the incredible "deadlight" theory of the Clallam disaster. But of us, however, have an idea what deadlights are, and can occasionally do a little thinking for ourselves, without the aid of experts, when it appears that expert testimony falls foul of the facts. On such points, the common-sense of a world-wide membership, with local duties and responsibilities, but with international influence—seeing that it is based purely upon broad humanitarian principles for the preservation of human life in times of peace, and the possible mitigation of human suffering in times of war; being, within this scope, of a purely non-sectarian and non-political character.

Turning once more to its practical side, the frequency of "head-on" collisions on American railroads would seem to demonstrate the tremendous necessity for the adoption of the English "Block-system," or at least, some safer system of locomotion than at present in vogue here; also the necessity for railroad affairs, and the public thing which directly affects the safety of the country, to be conducted more generally by experienced and careful men. Needless to say, this implies upon the question of the need for the adoption by them of an improved tender device (somewhat similar in effectiveness to the one invented by a late employee of the Victoria street railway, and which, I believe, is in use in some of the large Eastern cities), instead of promulgating the present fashionable system of killing and maiming pedestrians. Perhaps, in some places, even the cheapest car-fender is a trifle more expensive than human life; but it would be the laudable aim of the proposed "S. P. H. L." to raise the price of the latter; and it would be the special aim of the society (while endeavoring to safeguard the public weal to the utmost of its power and influence) to assist its members in obtaining the fullest possible redress, under the law, for personal injuries or loss of relatives, and to have the law amended wherever it is found inadequate to deal with matters of so momentous importance as the safeguarding of human life.

Finally, it would be within the province of the society to encourage the invention and adoption of life-saving devices, and to promote the prevention and cure of diseases, especially those which lead to consumption, in regard to which Dr. Fagan has the interests of this community so justly at heart.

This is a suggestion, and the writer would be pleased to discuss it with one or more public-spirited individuals who might constitute the nucleus of the much-needed Society for the Protection of Human Life.

FREDERICK IRVING TAYLOR.  
Victoria, B. C., January 12, 1904.

## THE LAY OF THE CITY PAVEMENT.

They took a little gravel.  
And they took a little tar,  
With various ingredients  
Imported from afar.  
They mixed it up and rolled it out,  
And when they went away,  
They said they had a pavement  
That would last for many a day.

But they came with picks and spade  
To lay a water main;  
And then they called the workmen  
To put it back again.  
To run a railway cable  
They took it up some more;  
And then they put it back again  
Just where it was before.

They took it up for conduits  
To run the telephone,  
And then they put it back again  
As hard as any stone.  
They took it up for wires  
To feed the electric light,  
And then they put it back again,  
Which was no more than right.

Oh, the pavement's full of furrows;  
There are patches everywhere;  
You'd like to ride upon it,  
But it's sordid that you dare.  
It's a very handsome pavement,  
A credit to the town.  
They're always diggin' it up  
Or puttin' it of down.

—Chicago Inter-Ocean.

## PROVINCIAL PRESS.

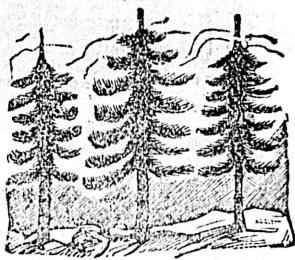
T. J. McAlpin arrived from the Coast Thursday, where he had been for the holidays. He saw many Princetonians and heard all the latest news. He is building houses, T. Sloan is head waiter in a flash restaurant, Paduk Davis is a biologist in a Swedish hotel, Bill Scruby is hobnobbing with capitalists, F. N. Hunt is a land agent, and up to his eyes in job work; Billy Clements is burning meat in a first class hotel, Col. Downie is getting on a large and others who are in the "business" and "industry" and "occupation." They are all watching the railway and will be back to sunny Similkameen when the first dirt is thrown in its construction.—Similkameen Star.

A serious explosion took place in No. 3 mine, Michel, Friday afternoon, in which seven miners lost their lives and two others received injuries. The explosion took place in the west side of the lower level, about 2 o'clock. Overman Powell was in the main entry at the time, where the concussion was so great as to force him against the wall. He was killed. He at once made his way out and gave the alarm. Others from the east side also felt a slight shock and made their way out. Of the unfortunate victims, Messrs. Robert Evans, McAllister and McAllister were well known in Fernie, having resided in those camps for periods ranging from one to three years. Messrs. Sale and King were members of the English party that arrived in the summer of 1902. They were provisionally saved from the horrible fate of their friends by being called from their work at the face of this mine by a wire from Fernie, summoning them to the scene of a dying friend named Wm. Brain.

Fernie Free Press.  
J. J. Plout, manager for the West Canadian Colonist, at the House of Commons, speaking about his company yesterday, stated that it was an English company with headquarters in Paris. It has a capital of \$3,000,000. It owns 20,000 acres of land in the line of the Great Western railway in Alberta. "We are already," he said, "working a property a few miles from Frank. It is reached by a spur seven miles in length. We have also a lot of land near Hinton, which we have recently purchased from Messrs. Procter and associates. On this property we will commence work in the spring. There is too much snow there at present to further operations, but when we do start we will go at it with energy and hope to soon be outputting a large quantity of coal there. At present the Canadian Pacific railway takes out the output of coal. We have 30 ovens in operation and they are turning out about three tons of coke at a charge. The ovens are of the Belgian type which have been in use for a long time in Belgium and in other parts of Europe. I consider them superior to the ordinary coke oven because they can be operated on a more economical scale." Nelson News.

Rev. A. Dunn, well known throughout Fernie district, has been selected from many applicants as instructor in the Protestant College, Fernie. He is one of the famous educational institutions of the old world. It has enrolled over 1,000 students and the staff of lecturers numbers 40. Mr. Dunn has recently been filling one of the most important positions in New York city. His many friends will rejoice in his well-merited advancement.—Morris Despatch.

From the general trend of affairs, as nearly as it can be ascertained, James Brown, who formerly operated the Brooklyn group in this camp, and spent some time, like \$100,000 in development and there, may once more be in the saddle and in



## Dr. Wood's NORWAY PINE SYRUP

Cures COUGHS, COLDS, BRONCHITIS, HOARSENESS and all THROAT AND LUNG TROUBLES. Miss Florence E. Mailman, New Germany, N.S., writes:—I had a cold which left me with a very bad cough. I was afraid I was going into consumption. I was advised to try Dr. Wood's Norway Pine Syrup. I had little faith in it, but before I had taken one bottle I began to feel better and after the second I felt as well as ever. My cough has completely disappeared.

PRICE 25 CENTS.



High quality, great durability and fair prices—the whole story of our OAK EXTRA TANNED Belting.

a way that will be a good thing for Phoenix, especially, as it is the rest of the Boundary.—Phoenix Pioneer.

## MEN AND THINGS.

There is a demand abroad for women nurses who have familiarized themselves with the X-ray treatment.

Henry Morris, an Englishman who has given much thought to the subject of cancer, recently called attention to the pernicious influence of the clay pipe and the decayed tooth in causing cancerous growth.

A slum inspector told the Glasgow municipal commission on the housing of the poor that on some occasions he had found families sleeping in tiers—the parents on the floor, the children on a hyacinth of children on the top.

In leaving his residuary estate to his sons only, A. Holmes, a Bingley, Eng., however, said he did so not because his sons were dearer to him than his daughters, but because he considered that men have a harder struggle in life.

It is not generally known that the fur seal was once a land animal. The baby seals are actually afraid of the water; they would drown if thrown into it, and have to learn to swim by repeated efforts. When once they have been taught to swim, however, they soon forget to walk.

In order to protect themselves from forgeries of their pictures some British painters have taken a leaf from the scientists, and in addition to their own natures impress the mark of their thumbs on the wet oils or water colors in one corner of the picture. The idea of identifying people by the impressions of their finger tips was introduced by Sir Francis Galton, and has been practiced of late for the detection of criminals.

## JACK LONDON AND THE SEA.

In discussion of the opening chapters of Jack London's "The Sea-Wolf," which readers of the January Century found "of unusual quality," one critic notes that the attentive student of current fiction there is a distinct satisfaction in having Mr. London at last essay a genuine story of the sea, because it will put him at once on common ground with writers like Kipling and Joseph Conrad—writers with whom he has from the first challenged comparison. "Already in this brief opening installment," continues the comment, "we have a vivid picture of the sea, the 'Courageous' or 'Children of the Sea,' both of which are full of the fascination that the ocean has for the sailor. 'The Sea-Wolf' stands as an exponent mainly of the sea's cruelty. There is a note of antagonism toward it from the opening page, as though Mr. London himself had never quite come under the magic spell of its salt breath and tempest. The 'cruelty' of the sea, its relentless and awful promises to be the key-note of the book." But there is also to be a love interest.

## HIS FATAL OVERSIGHT.

With a steady glitter in her eye the young woman met him at the door. "Mr. Spoonmore," she said "did you send me this book?"

Herbert put his hand on a sheet of tinted paper containing some lines beginning thus:

"Beautiful one, with eyes so blue,  
O, how my fond heart longs for you!  
Save not maiden listen to my words,  
Hear once again my ardent vow!"

"Why, yes, Miss Birdie," he stammered, "I—I wrote it." Is anything the—

## THE PERPETUAL WAR

There is always a fight going on in every human body between health and disease. On one side are poor food, bad air, over-work, worry, colds, accidents. On the other are sunshine, rest, cheerfulness and nourishment.

The reason Scott's Emulsion fights so powerfully for health is because it gives so much more nourishment than you can get in any other way. Get in the sunlight and try Scott's Emulsion.

We'll send you a sample free upon request.  
SCOTT & BOWNE, Toronto, Ont.

Ladies' Kid Gloves  
Today 45c pr  
Spencer's  
65, 75, 85, 90c  
Curtain Net  
Today 35c yd  
Western Canada's Big Store.

## FRIDAY and SATURDAY

Winds up the Second Week of the January Sa'e with Offerings Just as Attractive as When the Sale Started.

## Sale of Boys' Overcoats

at \$1.50  
Boys' Oxford Gray Cheviot Coats; regular price \$3.50. Sizes 25, 26, 27, 28, 29.

at \$2.50  
Boys' Short and Three-quarter Length Coats; colors, Black, Oxfords and Mixed Tweeds. Regular \$4.00.

at \$3.50  
Boys' Short, Three-quarter and Full Length Coats; sizes 22 to 32. Regular price \$5.00.

at \$4.50  
Boys' Long Coats of Oxford Gray, Cheviot; slash pockets, turn cuffs. Regular price \$6.75.

Sale of Curtain Nets  
Friday at 35c. yard. Regular 65c. 75c, 85c, and 90c. qualities. (Second Floor.)

\$3.50 to \$6 Rain Coats Today \$1.50  
Children's Rain Coats; one of the best bargains during the Sale. Colors Navy, Brown and Fawn. Today \$1.50 each.

NOT READY TO DIE.  
"Are you not preparing to die?" asked the elderly female of the condemned prisoner.

"No, ma'am, I ain't," replied the victim of circumstances, "but the feller in the next cell can tell a lot of that. You might call on him."—Chicago News.

## Heart Palpitated.

FAINT AND DIZZY SPELLS.  
FELT WEAK AND NERVOUS.

COULD SCARCELY EAT.  
TWO BOXES OF

MILBURN'S  
HEART and NERVE PILLS

Cured Mrs. Edmond Brown, Inwood, Ont., when she had almost given up hope of ever getting well again.

She writes: "I was so run down that I was not able to do my work, was short of breath, had a sour stomach every night and could scarcely eat. My heart palpitated, I had faint and dizzy spells and felt nervous all the time. My husband got me a box of Milburn's Heart and Nerve Pills but I told him it was no use, that I had given up hope of ever being cured. He however persuaded me to take them and before I had used half the box I began to feel better. Two boxes made a new woman of me and I have been well and have been able to do my work ever since."

Milburn's Heart and Nerve Pills are 50 cts. box, or 3 for \$1.25, all dealers or THE T. MILBURN CO., Ltd., Toronto, Ont.

Just In Time For Your New Year's Order

A nice line of Suits in Stripes and Fancy Weaves, just arrived. Call and see them.

G. H. REDMAN,  
25 Broad St. Merchant Tailor.

## A CONSPICUOUS MAN

IS THE PLUMBER

You are always in a hurry when you want him, and we are always glad to be in a position to respond to your calls, and to relieve your difficulties. Our experience in plumbing and repairing of all kinds is most extensive, and while we guarantee perfect satisfaction in every particular, both in new work and repairing, our prices are very moderate.

E. F. GEIGER,  
Cor. Pandora and Douglas Sts.  
P. O. Box 122. Tel. 229.

## House Slippers for Men and Women

65, 75, 85, 90c  
Curtain Net  
Today 35c yd  
Western Canada's Big Store.

Children's Felt Slippers  
60c. and 75c. qualities, today 35c.

Shoes  
Children's Box Calf Shoes sizes 11 to 2. Today \$1.50.  
Boys' Box Calf Shoes, sizes 11 to 13. Today \$1.50.

Ladies' Dongola Shoes  
Lightweight and heavyweight soles. Today \$1.75.

American Shoes For Women  
Our \$3.50 makes, medium sole, today \$2.25.

EDUCATIONAL  
GROFTON HOUSE  
Vancouver, B. C.

A Boarding and Day School For Girls  
The Lent Term will begin on Monday, January 4th. For all particulars apply to the Principal.

Miss Gordon  
(Late of Newham College, Cambridge.)

OREGON PORTLAND  
St. Helen's Hall.

Has a Normal Kindergarten Training Class in connection with its Academic Department; separate residence. Two years' course. Model kindergarten provides practice work. For details address MISS ELEANOR THIBETTS, Principal.

DAY SCHOOL  
Miss O. G. Fox. 36 Mason St.

Usual subjects taught. Piano-forte lessons given in classes or individually.

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Improved Real Estate Security.

Insure in the Manchester Fire Assurance Co. Estab. 1824.

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Mining Engineers and Metallurgists

Ores analyzed. Control assays. Properties examined and sampled. Trial shipments. Smelter tests. Vancouver, B. C.

ENLARGEMENTS  
From your Kodak Films make nice

XMAS PRESENTS  
Kodaks and supplies. Blue and Black line printing.

FLEMING BROS., Govt. St.

MEN'S  
RAIN COATS

We want to close out all our regular \$12, \$10 and \$8 Raincoats before stocktaking, January 27, and to clear them out quickly, have marked them at \$5.00 for your choice.

The assortment is extremely good, and if you buy now you get unusual value.

W. G. CAMERON  
VICTORIA'S CHEAPEST CASH CLOTHIER.

55 JOHNSON ST.

Just Received  
A Large Shipment of Children's Boots and Shoes

The best ever imported to this city, at popular prices, of the latest styles. Just have a look at the windows and see a few of the many we have in stock.

JAMES MAYNARD,  
Odd Fellows' Block,  
85 Douglas St., Victoria

YOU CAN TELL  
A store by the way it advertises. Just as you can tell a man by the English he speaks if you find the advertising of a store set out in a straightforward manner you can make up your mind that that store is all right.

You Frequently see Advertisements

Written with absolute disregard for the truth. This in time impresses the reader differently than the writer of the ads. Intended. Plainness, truthfulness and treating the public as though it has as much intelligence and discernment as ourselves is the policy of these stores. Come and see if we do not carry out this policy.

COOKING APPLES, per box 75c.  
STRICTLY FRESH EGGS, per Dozen 25c.  
FINEST MANITOBA CREAMERY BUTTER, lb. blocks 25c.

Just arrived, fine Eastern Labrador Herring, Mackeral and Holland Herring.

The "West End" Grocery Co. Lt.  
PHONE 68.  
42 GOVERNMENT STREET.

The Saunders Grocery Co. Ltd.  
PHONE 28.  
29 AND 41 JOHNSON STREET.







# OUR SEIDLIZ POWDERS

Relieve you of that Tired Feeling.  
Take one before Breakfast.

**CYRUS H. BOWES**  
CHEMIST,  
98 Government Street, near Yates  
Phones: 425 and 450

# DON'T STOP IT RAZOR STRAPS

A new line just opened. Double and Single Straps in Horsehide, Porpoise, Shell, Fish, Barbers' Canvas, and Roller Traveling Straps, 70c. to \$2.00 each, at  
**FOX'S-----78 GOV'T. ST.**

**HALL & CO.,**  
Dispensing Chemists, Clarence Block,  
Cor. Yates and Douglas streets.

**BUSINESS LOCALS.**  
Heating Stoves—own make— all sizes,  
at Clarke & Pearson's, 17 Yates street.  
Special—Carpenters' Tools at Cheap-  
side.

**FOTOGRAFS.**  
A new display of Pictures is being  
exhibited at Savannah's entrance, Five  
Sisters' Block.

Gardening Tools at Cheapside.  
Special line of Envelopes, only 50c.  
per box at Hibbens.

Have you seen  
the latest gun?  
**The Browning**  
**Automatic**  
—AT—  
**John Barnesley & Co.,**  
115 GOVERNMENT ST.  
Agents for Spalding Athletic Goods.

**THE B. C. DRUG STORE**  
FOR  
TEAGUE'S  
COUGH REMEDY  
cure guaranteed  
27 Johnson Street.  
J. TEAGUE, JR.  
Boys' and Girls' Annals at Hibbens.

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**Offered To Pay.**—The parents of the poor little boy, Kentville, who lost his life under such distressing circumstances at Victoria West about a month ago, state that the telephone company have offered them \$100.

**Jubilee Singers.**—The Fisk Jubilee Singers have been engaged by the Y. M. C. A. to give a concert under their auspices on the 25th inst and the Metropolitan church has been secured for this purpose.

**Sad News.**—W. A. Runnalls, of the audit office, provincial government buildings, received the sad intelligence by telegram yesterday of the death of his brother at Port Hope, Ont., after a lingering illness, from cancer.

**No Patti Concert.**—Manager Ricketts of the Vancouver opera house wired the artist yesterday evening to the effect that Patti's engagement at the Metropolitan opera house for tomorrow. No reason is given as to why this was done.

**Y. M. C. A. Concert.**—There will be a good evening's entertainment on Monday next at the Y. M. C. A. rooms, when Mr. A. Longfield will give a concert in aid of the funds of the association, and will have the assistance of a good array of vocalists and solo instrumentalists, and also the Wallace orchestra.

**Laid at Rest.**—Yesterday morning the remains of the late Henry Tinkley were laid at rest. The funeral took place from the parlors of the B. C. Funeral Home at 8:45 o'clock, and at 9 o'clock at the Methodist cathedral. Deceased died on Monday at the St. Joseph's hospital. He was 21 years of age and a native of Washington.

**Found Amongst Wreckage.**—A gentleman's dark overcoat with velvet collar and under pockets, in one of which was a No. 82 cloth-lined gentleman's glove, was picked up with one of the bodies of the late Henry Tinkley, and has yet remained unidentified. It may be seen at the B. C. Funeral Home, Company's parlors.

**Ladies' Choral Society.**—A meeting of the Victoria Ladies' Choral Society will be held in Waitt's hall, Friday, at 3 p. m., to elect officers for the ensuing season and determine day and hour of rehearsal. The society, which has been sent for some very beautiful part songs and a cantata, "The Song of the North," by Hoffman, so there will be no lack of material to commence work upon. The society should have, therefore, a most successful inauguration.

**Bodily Forwarded.**—The body of the late Charles W. Thompson, a victim of the Gallatin disaster, who was a very prominent citizen of Victoria, and president of several mining companies, was forwarded to his family last night by the B. C. Funeral Home, per steamship Dolphin. The remains, enclosed in a massive of mahogany carved oak polished casket were viewed by a number of his friends here and appeared to be in excellent condition, the features bearing a very peaceful expression.

**Mortgage Sale.**—P. G. Richards, bailiff for Solomon Weaver, mortgagee under the powers contained in a certain mortgage dated the 7th day of November, 1903, between Sarah Michie and Solomon Weaver, has taken possession of all the contents of Sarah Michie, contained in the Victoria Coffee Parlors, Broad street, consisting of oak tables, chairs, kitchen range cooking utensils, crockery, coffee urn, hot blast heater, gas, and coal, and will offer for sale tomorrow at 2 o'clock p. m.

**The Assessment Act.**—At the last meeting of the New Westminster Board of Trade it was decided to consider the report that a reply be sent to the Victoria board to the effect, that at present the local board is not in a position to pass an opinion on the merits of the assessment act. Mr. Kennedy thought the act should be criticized and a definite expression of opinion be sent to the body in the capital. The secretary moved that the matter be referred to a special committee consisting of Messrs. Kennedy, Trapp, Anderson, Fader and Mathers to go thoroughly into the assessment act and make a report to the board. This was carried.

**Victoria Boy Nominated.**—At a convention held at Kamloops on Wednesday evening the Liberals of Yale-Cariboo nominated an old Victoria boy, Duncan Ross, to contest the constituency at their elections. Mr. Ross taught school here for a number of years, and was a member of the Times' staff. Dennis Murphy, of Ashcroft; D. D. Swanson, of Kamloops; and Duncan Ross were nominated. The first ballot resulted as follows: Murphy, 67; Ross, 58, and Swanson, 29. On a second ballot being taken the figures were: Ross, 80, and Murphy, 15. On motion of Mr. Murphy the nomination was made unanimous.

**To Interview Government.**—J. B. Dornan, of the B. C. Logging & Lumber Company, is in the city. The company which he represents has during the past year purchased considerable timber and land about Nanaimo and further north on Vancouver Island. He alleges that the new provisions of the Land Act, which came into effect a few weeks ago, directly affects this organization, and prohibits their operations in the province. Mr. Dornan will interview members of the government and members of the House during his stay in the city for the purpose of seeing if something cannot be done towards affording relief and allowing the work now undertaken to proceed.

**Wedded at Toronto.**—The Toronto Globe of recent date has the following item possessing a local interest: "The marriage of Rev. Dr. McCreedy, of Victoria, was beautifully decorated the other day with festoons of holly and mistletoe, and clusters of lovely roses, the occasion being the marriage of Mrs. Cleaver's sister, Miss Eva H. Edgar, to Rev. G. Sherwood, pastor of St. George's street Methodist church. The service was performed by Rev. Dr. Cleaver, M. A., of Sherbrooke street Methodist church, and Rev. James Macdonald, M. A., of St. James' church. The bride was Miss Elizabeth Cleaver, and the bridesmaid, Miss Lizabeth Cleaver, sister of the groom. The best man was Mr. R. T. Faircloth, brother of the groom."

**Marple-Nowland.**—Among the passengers for San Francisco by the steamer Umatilla last evening were D. P. Marple and bride Miss Nowland. The couple were married in Vancouver on Monday. The wedding ceremony took place at the residence of Mr. D. P. Marple, son of Mr. P. Marple, general superintendent of the C. P. R., was united in marriage to Miss Catherine A. Nowland, daughter of the late Mr. Nowland, a pioneer of British Columbia, and Mrs. Nowland. The ceremony, which was performed by Rev. H. S. McIntosh, rector of Kamloops, took place at the residence of Mr. H. A. Ferguson, Savona, in the presence of several intimate friends. After the ceremony a wedding supper was served, and the young couple left for the Coast on the Pacific express, traveling in Mr. Marple's private car. Later they left on the steamer Umatilla for San Francisco. They will be away between two and three weeks, and on their return will take up their residence in this city.

**Jewelry Sale.**—The next excitement in the way of sales will be the big auction sale of watches, jewelry, etc., to commence today at Stoddart's Jewelry Store, Yates street. The store has been leased and must be vacated in the course of a few days, its contents must be sold at whatever prices they bring by auction.

# RISK'S SPECIAL RESERVE SCOTCH WHISKY

A special vatting of the cream of Old Highland Whiskies. Matured for many years in Sherry Wood before being bottled.

# Board of Trade This Evening

Much Important Business Before the Quarterly General Meeting.

**Amendments To Bills of Sale Act And Island Railway Construction.**

The quarterly general meeting of the Victoria, British Columbia, Board of Trade is to be held this evening, and the business to be considered is of an especially important character.

The first matter to be taken up will be the report of a special committee upon amendments to the Bills of Sale Act. The report and recommendations have been printed in pamphlet form for the convenience of members.

Dr. G. L. Milne will present the following resolution: That whereas there is now contemplated the construction of two transcontinental lines of railroads in the northern part of this province:

And whereas, it is decided to construct a line having its terminus at or near Port Simpson, B. C., the terminus of the second line presumably will be at a more southern point, possibly at Butte Inlet;

And whereas, from time to time it has been urged that if a line be constructed at or near Butte Inlet in this province, a strong effort should be made to obtain an extension of the Esquimalt & Nanaimo railway to the northern part of Vancouver Island to make the necessary connection with the aforesaid line, terminating at Butte Inlet;

Be it therefore resolved, that this board of trade heartily endorses the extension of the said Esquimalt & Nanaimo railway, or any other railroad having a charter running to the northern part of the Island, and construction of a line from the East to Butte Inlet, and that the various boards of trade of the neighboring cities and towns be asked to use every means to hasten the construction of the said railroads to the various points aforesaid mentioned;

And it is further resolved, that this board of trade appoint a committee to enter into negotiations with railway companies interested and to obtain full information as to the subject, and to encourage the construction of the said railroads having the above objects in view, namely, having terminal points as above mentioned, and the said committee report to this board at an early date as possible.

The next item of business is the adjourned debate on the following motion re the Assessment Act: That this board considers that the provisions adopted or confirmed in the present Assessment Act will tend to hamper trade, this board considers that an endeavor should be not to tax more than a firm's net worth and net profits or gains, and that the present Assessment Act goes beyond this in not permitting the deduction of liabilities from the gross value of stocks of merchandise, debts, etc., and in other respects.

**To Visit England.**—Mr. and Mrs. A. McDermott left last night on an extended trip to Europe, and will be absent some days. The couple will travel via the Great Northern Railway to St. Paul and will then visit Chicago and Montreal. A few days will be spent at St. John, N. B. Mr. McDermott's former home, and then will proceed to New York, from which point they will sail for England.

**An Island Storm.**—Long distance telephone between Lad, 37th and Victoria was interrupted on Friday afternoon by a severe storm. A repair gang was sent out from Nanaimo and other places along the route and it is reported from Ladysmith and Chemainus, a distance of about eight miles. It must have been a terrific storm to cause such havoc and it is all the more strange when it is remembered that at Nanaimo the same day continued quiet was enjoyed, and the distance between the two places is only about twenty miles. The telephone company expect to have the line in operation this afternoon.

**The Fire Sale.**—The big fire sale, which has been in progress for the past four days at the Army and Navy Clothing Store, 117 Government street, still continues to draw crowds of people, and instead of a cessation in the rush, the opposite is rather the case. As nearly the whole roof of the store has been burned, the management are leaving nothing to chance, and are disposing of stock of goods to prevent further damage by heavy rains or snow, to accomplish which a staff of some thirty clerks are employed and are kept busy all day handing goods out to purchasers. The staff is kept busy up to a late hour at night re-sorting the goods for the next day's sale. The sale will continue until the whole stock is disposed of.

**NEWS TOO GOOD TO KEEP.**  
Persons who have used Dr. Chase's Kidney-Liver Pills, so well pleased with the benefits derived that they tell the good news to their neighbors. There is no medicine which so promptly awakens the action of the liver, cleanses the kidneys and regulates the bowels as Dr. Chase's Kidney-Liver Pills, and for this reason they are the best medicine for family medicine. One pill a dose, 25 cents a box, at all dealers.

What is the use of buying a poor Fire Shovel? It only breaks and you soon have to get another. Let us sell you a good, strong Fire Shovel that will last a year. Price only 25c. R. A. Brown & Co., 80 Douglas street.

Make no mistake, but get in and make your purchases early at Stoddart's Big Auction Sale of Jewelry and Watches, Yates street.

**Big Fire Sale at the Army & Navy Clothing Store now in progress at 117 Government Street.**

Many bargains in fine Jewelry and Watches may be looked for at the Big Auction Sale at Stoddart's, Yates street.

Fifty different subjects in Souvenir Postal Cards to select from at Hibbens & Co.

The New Turkish Baths are now open in the Drift Hotel basement.

Merchants' Lunch at the Imperial Cafe and Restaurant is exceedingly reliable.

Beautiful Handmade Paper and Envelopes. Something very fine at Hibbens & Co's.

Anything from a two-hill Stock Pin to a \$200 Diamond Ring at Stoddart's Auction Sale of Jewelry, Yates street.

**WAKE-UP and Realize**  
That we are selling a number of  
**Fine Tweed and Worsteds Suits for \$25.00**  
Just a few left at this price. At  
**PEDEN'S**  
30 Fort St. Merchant Tailor.


**January Bargains AT THE White House THIS WEEK**  
Millinery and Silk Blouses  
**H. YOUNG & CO.**

**Trades Council Elects Officers**  
Busy Meeting of the Chief Union Organization Last Evening.

**Delegate McLaren From Vancouver Council Delivers an Address.**

The postponed regular meeting of the Trades and Labor Council took place Wednesday evening. President Waitt in the chair. The following gentlemen presented credentials as delegates from their respective unions: International Association of Machinists, John Turnbull, Clarendon; Amalgamated Union, G. E. Greenwood; Leatherworkers' Union, Geo. Miller and J. W. Elliott; Laborers' Union, A. Johnson, A. Jeeves, A. R. Clerk; Painters and Decorators' Union, E. Gilligan, R. Ryan and H. J. Jeeves; Boilermakers' Helpers, B. Rombough; Journeymen Barbers, Geo. Fenton.

The secretary gave a detailed report of all unions affiliated with the council, which showed them to be in a flourishing condition. The financial report for the year was also presented and showed a balance in the treasury of the council of about \$350.



## On Time!

Punctual people must have good time-keepers to enable them to keep their appointments. If yours are not giving satisfaction let us see them and give you an estimate of the cost of repairing them, and guarantee to give satisfaction, and our charges are very reasonable. If your clocks are out of order we will send for them and return them when repaired. If you notify us that you wish to have them attended to.

**G. E. Redfern,**  
43 Government St.  
Established 1862. Telephone 118.

**January Sale of all Millinery**  
is now on. Bargains in all lines are to be had.  
**MRS. M. A. VIGOR - 88 YATES STREET**

**Process Engraving**  
BY LATEST METHODS.  
Half-Tone, Zinc Etching, Color Work. Drawings prepared by slaver artists of machinery or articles, which cannot be photographed. Designs for Catalogues, Book-covers, letters, letter heads and envelopes.

**B. C. Photo-Engraving Co.,** 26 Broad St. Victoria

**Geo. Powell & Co.,**  
**CHEAPSIDE**  
DEALERS IN  
Hardware and Tools, Stoves and Ranges, Tinware and Graniteware, Crockery and Glassware.

Agents for the Great Mastic Ranges.  
Special attention given to letter orders.  
**127 Government St**

**15 PER CENT. 15**

We have just received a splendid assortment of TABLE LAMPS which, arriving too late for the Xmas Trade, we are offering at 15 per cent discount to reduce our stock. These are genuine bargains.

**THE HINTON ELECTRIC CO., LIMITED.**  
32 GOVERNMENT STREET.

**Jan. 15th Jan. 15th**

**Public Auction Sale**  
AT.....

**Stoddart's Jewelry Store**  
63 and 65 Yates Street

**At 7.30 o'clock each Evening**  
W. JONES, Auctioneer

**As a Going Concern**  
well established  
**Dry Goods and Gents' Furnishing Business**

On one of the principle streets of this city.  
For particulars call on  
**P. R. Brown,**  
LIMITED.  
30 BROAD STREET.

**'Vampinola'**  
Requires no musical knowledge. The "Vampinola" is a book containing 25 Popular Songs, with words and music, and a complete set of dance music. With the "Vampinola" you can play the Piano and accompany yourself without any knowledge of music or previous practice. Price 75 cents. For sale by

**M. W. WAITT & CO.**  
Victoria's Progressive Music House.

**Star Dance Folio**  
Number Three.  
**Just Out**

Contains all the very latest songs arranged as Waltzes, Two-Steps, Lancers, Schottisches, etc., etc. \$7.00 Worth of Fine Dance Music for 75c.

At the Up-to-Date Music House.

**Fletcher Bros.,**  
Tel. 885.

**Public Notice**  
On and after today, Monday, 4th January Mrs. M. A. Farrington's Cut Flower Store and Office, 104 Government street, will be closed. All orders for Floral Designs, Cut Flowers and Plants, will be promptly attended to if left at Dix H. Ross & Co's Store, or at the Greenhouse, Esquimalt road (Fairview Nursery). Orders promptly delivered to any part of city. Phone 210.

**SHORTHAND AND TYPEWRITING**  
Of All Descriptions.  
MISS H. M. McDONALD,  
35 Fort St. Telephone 674.  
Office E. A. Harris & Co.

**VICTORIA STEAM LAUNDRY**  
Union Labor Only  
All kinds of Laundry Work neatly and promptly executed.  
Call and get price list.

**152 Yates St**

**152 Yates St**

**152 Yates St**

**152 Yates St**



## Proceedings in The will Case

J.A. Lindsay, Robert Cassidy K.C.  
and Defendant Were Exam-  
ined Yesterday.

Mr. Justice Drake Reserves De-  
cision as to Right of Coun-  
sel to Cross-Examine.

The Supreme court trial Hopper vs. Dunsinuir was again resumed yesterday morning before Mr. Justice Drake.

Witness told of the change of the price of coal to the San Francisco house, of shipping coal to San Francisco from the Wellington and Comox mines. He also detailed the operations of the mines and explained about the purchase of the tug Czar.

He directly examined by A. P. Luxton, witness explained the names of the collieries and about the statements of the San Francisco business.

Robert Cassidy, K. C., was then called by A. P. Luxton and testified that he was defendant's counsel after 1889. Witness was acting as counsel for defendant now in connection with the employment of a Chinese under-  
ground. Witness was not asked in 1898 to notice any peculiarities in Alexander Dunsinuir. While witness saw Alexander Dunsinuir on several occasions when he thought he had had too much to drink, he never saw him violent. Witness was sure he had never seen him drop his food over his clothes. Witness gave the details of the conversation with Alexander Dunsinuir regarding the will. He asked witness if the will would have the effect of leaving all his money to defendant. It was after dinner and he was, in witness' opinion, perfectly sober and in full possession of his faculties.

E. P. Davis, K. C., called on defendant to witness on his own behalf. Witness testified that he was 52 years of age and had lived at the Victoria since 1889. He said he is at present president of the coal companies mentioned. Alexander was two years younger and was born in 1853. Alexander went to San Francisco about 1870, and since going there he was in the business with his father round the works. He never returned here to live again. He was manager of R. Dunsinuir's Sons Company, San Francisco, and witness saw him during his visits here and saw him at San Francisco in 1890 and could give dates from telegrams produced. Saw him in February, May, October and December. In 1891, telegrams produced witness said he was at San Francisco in March, May, September and November. Witness and Alexander managed the coal and railway business together. They consulted together.

Witness remembered the visit Alexander made to Victoria in the summer and fall of 1898. Witness went with him from here to Comox. When he came back he would be at the office here. Witness never saw his brother under the influence of liquor during business hours.

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knew more of the business than witness did. There was no difference in that respect in the last years.

Outside of any occasion when Alex was under the influence of liquor, he was calm, collected and intelligent and even when under the influence of liquor he was very good business man.

He dealt with Howard in October, 1899.

Witness did not pay anything to Wilson & Wilson on account of services rendered in the matter of the agreement between Mrs. Alexander Dunsinuir and himself.

L. P. Duff, K. C., asked His Lordship to postpone the cross-examination until the annual returns arrived from San Francisco.

His Lordship suggested leaving out that part of the cross-examination and going on with the balance.

Sir Charles Hibbert Tupper, K. C., supported Mr. Duff's contention, saying that these documents ought to have been handed in long ago.

E. P. Davis, K. C., failed to see what they had to do with the great bulk of the evidence on the case.

L. P. Duff, K. C., asked in any case that the cross-examination be postponed until this morning.

E. P. Davis, K. C., strongly opposed the postponement.

His Lordship granted the postponement.

Sir Charles Hibbert Tupper asked His Lordship for the right to cross-examine defendant after Mr. Duff went through with his cross-examination, claiming his client's interests were altogether different from those of plain-  
tiffs.

E. P. Davis, K. C., objected, saying the issues were the same, i. e., the validity of the will on account of the alleged mental condition of Alexander Dunsinuir at the time the will was signed.

Sir Charles again claimed the right to cross-examine the defendant. He cited cases.

E. P. Davis, K. C., took up these cases and claimed the case cited, rather than the defendant's case.

His Lordship reserved his decision.

The court then adjourned until this morning at 10:30.

**Ship Simla is  
Reported Ashore**

**Rumor of Her Having Been  
Wrecked on Vancouver Isld  
is Circulated.**

**Ship Eskasoni Libeled—Nippon  
Yusen Kaisha Steamers May  
Be Impressed.**

A report reached the city last night that the British ship Simla bound for San Francisco to Puget Sound, had gone ashore on the Vancouver Island coast and was a wreck. Nothing had been learned in Victoria in this regard, and the report could not be confirmed. The waves are down to Cannan and nothing could be learned from that port. Bamfield Creek or Clayquot had not reported anything during the day of any vessel going ashore. According to advices from Vancouver, a report had reached there of two ships having narrowly escaped going on the rocks at Flattery, but both had escaped, and it may be that this incident has given rise to the report that the Simla had gone on the Vancouver Island coast. Nothing had been learned at any of the coast ports of the report other than the rumor.

**ESKASONI LIBELED.**  
Was Seized Yesterday by Mr. Siddall, Admiralty Marshal.

The British ship Eskasoni, which was to have sailed yesterday from Vancouver with a cargo of lumber for Sydney, Australia, did not sail. Yesterday the local office of the Puget Sound Tugboat Co., received advices cancelling her order for a tug, and Mr. Hinkson Siddall, marshal of the Admiralty court, received advices that the vessel had been placed under seizure, his son F. P. Siddall having taken charge of her at Vancouver. When the vessel went to Vancouver to load, a contract had been made with the Port Townsend boarding house men, Sims and Levy, for the supply of a crew for the vessel. When the ship arrived at Vancouver, the sailors' boardinghouse men endeavored to take the captain to break the contract. He refused to do so, and they told him he would be unable to clear without filling up his complement of men there. In the meantime he got a telegram from the Port Townsend people, which was virtually a threat, and the captain then decided to leave the ship at Vancouver. He had intended to go to Port Townsend, but when he received the telegram he decided that, if they threatened him, he would after all ship his crew at Vancouver. The Port Townsend boardinghouse men then libeled the ship for breach of contract.

The Chilean ship Admiral Tegethoff has arrived on notice to load lumber at Victoria. The German ship Adolph has been chartered to load lumber at Hastings. The French ship Andre Theodore has loaded lumber at Hastings for Cardiff and is ready to sail today.

**COTTAGE CITY.**  
The steamer Cottage City arrived here at an early hour this morning with freight and passengers from Northern ports.

**MARINE NOTES.**  
The schooner Carlotta G. Cox, Vera and City of San Diego are in James bay ready to follow the Casco and Trinidad to sea on a sealing cruise.

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## B. Williams & Co.

68-70 Yates Street

### The Feathered Aristocracy Show

Poultry and Pet Stock Association's  
Exhibition is  
Splendid.

Grand Display of Champion  
Birds in the Favorite  
Classes.

No one who takes delight in the beautiful as exemplified in poultry should miss seeing the exhibition by the Victoria Poultry and Pet Stock Association, now going on at the building. It is the grandest collection of superbly conditioned fowls ever brought together in British Columbia, and it has excited the hearty admiration of experts accustomed to see the best of shows everywhere.

The arrangement of the classes, the cleanliness and care shown by the management deserve cordial praise. It is a perfect treat to pass down the lines of pens and study the magnificent specimens of gallinaceous beauty on view therein. Persons who have seen the very fine shows held at Nanaimo every year say that the show of Victoria's birds is one of those all hallows, both for numbers, variety and splendid quality.

Mr. Cobbledek, the famous California expert, who is judging the birds, thought that he would have an easy job getting through yesterday. So high is the standard of the birds submitted for his inspection, so keenly are the championships in the various classes contested that the job has turned out to be a herculean task, judging for the rarest discriminating powers and the coolest judgment. It will take Mr. Cobbledek a good part of today to complete his awards. Mr. Cobbledek has been much struck with the grand display of birds here, and has many complimentary things to say regarding Victoria's enterprise in getting together such a display.

Where the birds could have reached, high it is exceedingly difficult to single out classes for special mention, but there are several that deserve strong commendation. Amongst them should be noted the superb showing of Rocks, white and red. Seldom is it possible to get together so fine a collection of Plymouth Rocks. Amongst them are some of the champion birds of the Pacific Coast, winners on both sides of the line. Another class of the Americans, the Wyandottes, should attract great attention for their excellent quality. In the Asiatic the Langshan class deserves exceptional notice, as they are well represented in white, black and buff. The Brahmas and Cochins are also a noble group. Coming to the Mediterranean probably the Minorca class of the blue ribbon of the whole show for quality. They are worth a day's journey to see. The judging in this class was a severe test of the critical powers of the judge. The Leghorns, white and buff, are simply magnificent. The Andalusian collection is probably the finest in this pretty and interesting class ever assembled in the province. The several specimens are grand birds and in great condition. A class that has great interest amongst the fanciers, and also amongst all who have any interest in poultry at all is the Orpington, recently imported from England and now a favorite in many yards and ranches. The display of Buff Orpingtons should be seen; it is hard to describe it adequately. It is little wonder that the bird has taken so well with Canadian and United States fanciers, for it is a grand strain.

In the smaller classes—the Dorkings, Games, Hamburgs, Gold and Silver Pencilled Polish, Fantails, and others—there are individuals of aristocratic type. There is a fine showing of geese, guinea fowl and pet stock.

This show should not be missed by the public who delight in fine birds. Every evening there is a tonbala, the prize of a pair of thoroughbred birds, every evening, attending being eligible. The show is open from 9 a. m. until 10 p. m. Most of the prize winners' cards will be affixed to the cages today.

Partridge Wyandottes, a new breed are the coming fowls, as they are gaining popularity in the showrooms, and as for a general purpose fowl we believe that they cannot be excelled. Since they are in existence they have been the favorite for ever, and they are the coming fowl. For table qualities they cannot be excelled. They are splendid layers and lay throughout the whole year if properly cared for. They are also good eaters, in color about same as other Wyandottes. They are hardy, easily raised, mature early, begin laying when four or five months old. In their feedings they resemble the P. Cochins. The females' plumage is very nicely pencilled. The males have black breasts, otherwise resemble a Golden Wyandotte male. They have clean, red legs and skin, making them especially adapted to the northern climate. In size they rank with other Wyandottes. The hens make good sitters and mothers, but not persistently broody. These birds are attractive to all poultry and United States fanciers, for it is a grand strain.

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### Clallam Disaster.

FUNERAL YESTERDAY.

William Cherrett, a Wreck Victim Is Buried With Full Military Honors.

The funeral of William Cherrett, one of the victims of the Clallam wreck, took place yesterday afternoon. The deceased, who had been a member of the R. G. A., and had bought himself out at Hongkong very handsomely, was buried with full military honors. The firing party was commanded by Sergt. Dunn and the pall bearers were Bomb. Sun, Bomb. Featherstone, Gr. Beahan, Gr. Charrue, Gr. Kurwin and Gr. Houson. A most impressive service was conducted by Rev. Mr. King at the parlors of the B. C. Funeral Furnishing Company, after which the cortege left, traveling up Port to Cook, along Coast E. Fairfield road and on to the cemetery.

Rev. Mr. King conducted the services at the grave. There were very many floral tributes and a large number attended the funeral, which attracted a great deal of attention.

On account of the exceptionally large number of candidates for school trustee and for aldermanic honors for North ward the returns for these were very late coming in. Owing to the close race between Mr. Douglas and Mr. Oddy, there being but two votes in favor of the latter, a recount was demanded which increased his lead by one more.

Long before the North and South ward counts were finished, returning officer W. W. Northcott declared Ald. Barnard duly elected for mayor and Messrs. Goodacre, Stewart and Elford elected as aldermen for Centre ward.

Ald. Barnard being called on said he felt it to be the proudest moment of his life to be returned by so handsome a majority and he could only say he would endeavor to direct his very best energies to the work and would also try to keep his hat the same size as heretofore. He knew he had plenty to learn and had not much experience. He thanked the returning officer and his deputies for the excellent manner in which the election had been conducted and felt he must say that no man could wish for a more courteous opponent than he had in Mr. Redfern, and if the citizens had seen fit to give Mr. Redfern the majority he felt confident that the welfare of the city could not have been in better hands.

Mr. Redfern said it had been a fair fight and he had a fair beating. He congratulated Mr. Barnard on his courteous way he had conducted the campaign. He said if anything lessened the sting of being beaten it was being beaten by such an equal man. He would make the city an excellent mayor, and from what he could judge by the returns so far in would be supported by an excellent council. He hoped Ald. Barnard and his council would have a very successful year. He complimented the returning officer for the efficient way the election had been run. He concluded by thanking the 1,133 who had voted for him and said all must join in helping the new council to get started.

Mr. Northcott thanked the candidates for their complimentary remarks. Three cheers were given for each of the candidates and the returning officer. It was not until 1:30 this morning that the recount of the South ward vote has finished. The recount did not change the list at all. Mr. Douglas, though defeated, feels well satisfied with the vote he polled. In the North ward the figures given are not final and a recount will be made this afternoon.

The second ballot vote was completed at about 1:45 this morning, the result was a foregone conclusion and very little excitement was exhibited.

Following are the results in various pollings:

**FOR MAYOR.**  
BARNARD ..... 1833  
Redfern ..... 1133

Majority for Barnard ..... 700  
12 spoiled ballots.

**SOUTH WARD.**  
VINCENT ..... 450  
HUGHES ..... 447  
Douglas ..... 404  
Wilson ..... 345  
Prout ..... 290  
Worthington ..... 136  
36 spoiled ballots.

**CENTRE WARD.**  
GOODACRE ..... 421  
STEWART ..... 320  
ELFORD ..... 279  
Levy ..... 223  
Humphrey ..... 205  
13 spoiled ballots.

**NORTH WARD.**  
GRAHAM ..... 631  
BECKWITH ..... 555  
KINSMAN ..... 513  
Fullerton ..... 508  
Dunlop ..... 314  
Williams ..... 314  
Finnison ..... 212  
50 spoiled ballots.

**SCHOOL TRUSTEES.**  
MOWAT ..... 1785  
MRS. JENKINS ..... 1652  
HUGHES ..... 1120  
LEWIS ..... 844  
Giddell ..... 789  
McKay ..... 784  
Erskine ..... 435  
Sprague ..... 433  
Borden ..... 338  
Eden ..... 259  
Cook ..... 227  
32 spoiled ballots.

**PASSENGERS.**  
Passengers per steamer Charnier from Vancouver: J. A. McLeod, J. P. Sterk, Miss Dunham, Mrs. McCrossan, Jack Campbell, Mrs. Stanley, F. T. Andrews, C. D. Buckner, S. W. Chew, Mrs. W. W. Dempster, A. Allagar, C. Usborn, C. W. Harvey, G. C. Johnston, Miss Brown, W. W. Burch, M. Lee, E. Savage, W. H. Calland, J. Berch and wife, J. R. Brown, D. Muller, J. S. Smith, Mrs. S. W. Sandson, Master Samson, F. Robson, F. S. Carter, E. F. Dixon, T. J. Armstrong, A. G. Thymne, B. A. Hunter, C. R. Rome, R. E. Hill, R. D. McPhail, J. Hopp, J. R. Hopp, R. E. Hill, T. C. Cunningham, Mrs. L. Tureny, F. E. Holt, Sheriff Hall, G. A. Calland, J. E. Morsley, T. J. Feeley.



**LARGE NAVEI ORANGES**  
Rich and Juicy, 25 cents per dozen.  
**JAFFA ORANGES,** Just the fruit for making marmalade, 15c. per doz.  
**MOWAT & WALLACE,**  
Leading Grocers. Cor. Yates and Douglas Sts

## FINANCE AND COMMERCE.

New York Jan. 14.—The stock market showed a slight decrease in animation for a brief time this morning and then soon progressed to a higher level of prices. But trading promptly relapsed into profound neglect and the largest part of the gain was lost and the closing was easy. The prominent movements were in the department of minor stocks; there was no trading good authority for the revived rumors of a settlement of the Gould-Cassett differences which caused the movement in Pennsylvania, the most notable of the day. The Wash issues followed with an addition to the rumors that the debenture bonds were to be retired in exchange for a fixed fund of bonds. The movement of the revived internal friction caused the drop in United States Realty preferred. Nashville, Chattanooga and St. Louis continued to sell off on selling by speculators. The market was in expectations of the resumption of dividends at a higher rate than the present four per cent decided on. The new bond issue planned by the Chicago, Rock Island & Pacific railway continued to provide report and news from the supply dealer when they attempted to cover their shorts. Rock Island was in consequence the only stock to hold its strength at the last. There was a moderate decline in the price of iron and steel. Bonds were dull and irregular. Total sales par value, \$2,450,000. United States bonds were unchanged on call.

## RETAIL MARKETS

New York, Jan. 14.—The following were the closing prices on the Stock Exchange today:

American Copper	49 1/2
American Locomotive	17
American Locomotive pfd	70 1/2
American Sugar	125 1/2
American Smelting & Refining Co.	35 1/2
American Car & Foundry	35 1/2
Atchafalpa	60 1/2
Atchafalpa & Santa Fe pfd.	88 1/2
Baltimore & Ohio	78 1/2
Brooklyn Rapid Transit	117 1/2
Chesapeake & Ohio	33 1/2
Chicago, Milwaukee & St. Paul	142 1/2
Colorado Southern	38 1/2
Consolidated Gas	34 1/2
Delaware, Lackawanna & Western	27 1/2
Denver & Rio Grand	70
Iowa Central	22 1/2
Iowa Central pfd	17 1/2
Kansas & Texas	30 1/2
Louisville & Nashville	108
Manhattan Elevated	135 1/2
Missouri Pacific	29 1/2
Metropolitan Traction	110 1/2
New York Central	110 1/2
Eric Railway	28
Eric Railway 1st pfd	67 1/2
Eric Railway 2nd pfd	48 1/2
New York, Ontario & Western	21 1/2
Norfolk & Western	57 1/2
Pacific Mail	28
Pennsylvania Railway	67 1/2
Pennsylvania pfd	67 1/2
Reading	44 1/2
Rock Island	21 1/2
Southern Railway	20 1/2
Southern Railway pfd	72 1/2
Southern Pacific	72 1/2
Southern Railway & Iron	30 1/2
Texas & Pacific	25 1/2
Twin City	90
United States Leather	10
United States Steel	57 1/2
United States Steel pfd	43
United Pacific	78 1/2
Wabash Railway	39
Western Union Telegraph Co.	87 1/2
Wisconsin Central	19 1/2
Wisconsin Central pfd	19 1/2
C. P. R. in London	12 1/2
Commercial Cable	18 1/2

New York, Jan. 14.—Prime mercantile paper, 5 per cent; sterling exchange, firm at \$4.85-4.90; \$4.85-4.90 for 60 day bills; \$4.82-4.85 for 90 day bills; commercial bills, \$4.82 to \$4.85; bar silver, 50c; Mexican dollars, 45c; government bonds, steady; railroad bonds, irregular; money on call, easier at 3 1/2 per cent to 2 1/2 per cent; ruling rates, 2 per cent; last loan, 1 1/2 per cent; time loans, easier; 60 to 90 days, 4 per cent; six months, 4 1/2 to 4 3/4 per cent.

Chicago, Jan. 14.—The following were the closing prices of futures on the Board of Trade today: Wheat, Jan. 25 1/2; May, 80 1/2; July, 81 1/2; Sept. 78 1/2. Corn, Jan. 28 1/2; May, 48 1/2; July, 47 1/2; Sept. 48 1/2. Oats, Jan. 28 1/2; May, 40 1/2; July, 39 1/2; Sept. 40 1/2.

London, Jan. 14.—Consols for money, 88 11-16; consols for account, 88 3-16.

New York, Jan. 14.—Lead, \$4.25.

London, Jan. 14.—Lead, 11 13-16.

ONLY ONE DR. CHASE.

There is only one Dr. Chase of Receipt Book fame—Only one Dr. Chase who is known the world over because of the great prescription he gave to mankind. His portrait and signature—A. W. Chase, M.D.—are on every box of remedies. Imitators do not dare to produce these. They are the guarantee which protect you on the genuine brand. Be sure they are on the box you buy.

## THE WEATHER.

Meteorological Office, Victoria, Jan. 14.—8 p. m.

## SYNOPSIS.

The pressure is somewhat irregular over both the North Pacific slope and the Canadian Northwest. Moderate rain has fallen at Kamloops, and light to moderate rain at Vancouver and Oregon. In this district fairer and colder weather has prevailed with fresh southerly winds on the straits. East of the Rockies snow is falling at Edmonton and Winnipeg and the weather is unsettled and cold.

TEMPERATURE.	Min.	Max.
Victoria	42	45
New Westminster	40	44
Kamloops	38	41
Barkerville	28	31
Calgary	20	25
Winnipeg	14	18
Portland, Ore.	50	54
San Francisco	46	55

## FORECASTS.

For 24 hours from 5 a. m. (Pacific time) Friday:

Victoria and vicinity: Moderate or fresh winds, generally fair and colder.

Lower Mainland: Light or moderate winds, generally fair and colder.

## VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p. m. Observations taken daily at 5 a. m., noon and 5 p. m.

THURSDAY, JAN. 14.

Deg. Deg.

5 a.m. 45 Mean 44

Noon 43 Highest 45

5 p.m. 42 Lowest 40

The prevailing direction of the wind was as follows:

5 a.m. 28 miles southwest.

Noon 20 miles southwest.

5 p.m. 16 miles southwest.

Average state of weather—Partly cloudy.

Rain—62 inches.

Sunshine—5 hours 36 minutes.

Barometer at noon—Observed, 29.976

Barometer at 5 p. m.—Corrected, 30.001

NEW WESTMINSTER.

Barometer at 5 p. m.—Corrected, 30.01

## Liberal-Conservative Convention

At Victoria on the First day of February 1904.

The convention of the Liberal-Conservative Union of British Columbia will be held in Victoria, on Monday, the First of February, 1904, commencing at 9:30 o'clock a.m. All Liberal-Conservative members will be welcome. The right to vote is confined to delegates chosen by Liberal-Conservative Associations of district meetings convened for this purpose. Five delegates for every member of the Provincial Legislature to which each separate constituency may be entitled, such delegates to be elected by the Liberal-Conservative voters of the electoral district of riding. Proxies can only be used by members of the Union.

Business—General election of officers and such other matters as may be brought forward.

J. R. SEYMOUR, Chairman of Executive.

## ANNUAL CONTRACTS FOR STORES, ETC., FOR NAVAL WORKS, ESQUIMAULT.

Separate tenders, sealed and properly endorsed, will be received until noon on January 30th, 1904, for the following supply and delivery of:

Lime.

Sand.

Gravel.

Dynamite, Detonators and Fuze.

Purchase of empty cement barrels (in bond).

Horse and Cart Hire.

Specifications, conditions of contract, and forms of tender may be obtained on written or personal application.

The Lords Commissioners of the Admiralty do not bind themselves to accept the lowest or any tender, and they reserve to themselves the power of accepting any tender.

R. J. MILES, Chief Engineer.

H. M. Naval Yard, Esquimault, January 14th, 1904.

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners at their next sitting as a Licensing agent, for a transfer of my license for the sale of wines and liquors by retail, upon the premises situated on the north side of Johnson street, in the city of Victoria, and known as the International Hotel, to George Holder.

Dated this 13th day of January, 1904.

GEO. B. HOWARD.

NOTICE is hereby given that I intend to apply to the Licensing Commissioners at their next sitting for the transfer of the license now held by me, to George L. Jones, for the purpose of selling wines, spirits, beer, etc., on the premises known as the "Albion" Saloon, situated on the corner of Commercial Alley and Yates street, in this city.

Dated Victoria, B. C., December 24th, 1903.

JAMES McMANUS.

## Mortgagee's Sale

Under and by virtue of the powers contained in a certain indenture of Chattel Mortgage, dated the 7th day of November, 1900, duly registered and filed between Sarah Michie, of the one part, and Solomon Weaver, of the other part, I have as bailiff for the mortgagee, taken possession of all the goods, chattels and effects of the said Sarah Michie, contained in the Victoria City Parlor, Broad street, Victoria, consisting of oak tables, chairs, kitchen range, cooking utensils, crockery, coffee urn, hot blast heater, glass and china ware, silver, decoration palms, lace curtains, poles, etc., all of which I will offer for sale on Saturday next, January 16th, 1904, at 2 o'clock p. m. Terms cash. Chattel mortgage will be produced at time of sale.

F. G. RICHARDS, Bailiff for Solomon Weaver, Mortgagee.

January 14th, 1904.

## FOR SALE

The old-established business (General Store) of P. W. Foster Estate, of Ascroft, is a going concern. "A snap." Premises can be leased reasonable. For particulars write

A. J. HOCKEN, Ascroft.

## GRAND ROSE BUSHES

FIRST CLASS BULBS

HARDY PLANTS.

FLEWIN'S GARDEN

36 S. Park Street.

GEO. COOK & CO.,

Naval Outfitters and Contractors.

86 Fort Street.

Victoria and Esquimault.

General dealer in Dry Goods, Boots and Shoes, Groceries, Cigars, Cigarettes and Tobaccos.

TAILORING A SPECIALTY.

## MONEY-LOAN

ROYALTY COUNTRY.

On furniture, pianos, organs, homes, carriages, farm implements, wagons and live stock. Payments monthly. Address

BRITISH LOAN COMPANY, Box 297, City.

## MESHER &amp; PEISER

ART NEEDLEWORK.

65 1-2 Yates Street.

We wish to thank our patrons of the past year and hope they will continue to patronize us in the future. The drawing for the centrepiece will take place on Thursday, 14th, at 4 p. m.

Lessons given in Artistic Needlework by experts.

## STOCK AND GRAIN BROKER

F. W. STEVENSON

Orders executed for Purchase and Sale of New York Stocks and Grain for cash or on margin.

PHONE 362. NO. 21 BROAD ST.

In the Matter of the Will and Estate of Godfrey Kennedy, Deceased.

Tenders will be received addressed to the Executors of this estate up to the 12th day of February, 1904, for the purchase of lot No. 61, Victoria City, with the 5 cottages thereon.

The property is situated on the south-west corner of Blanchard and View streets opposite St. Andrew's Cathedral.

The highest or any tender not necessary.

Dated 12th January, 1904.

S. PERRY MILLS, Solicitor for Executors.

Victoria, B. C.

## TENDERS WANTED.

Tenders are requested for repairs to American barque Abby Palmer. Specifications to be seen at the office of E. B. Wharf & Co., Wharf street. Tenders to be handed in to the undersigned not later than noon on the 1st day of February.

J. A. JOHNSON, Master.

## CORDWOOD AND STOVEWOOD

Truck, Dray and General Teaming Done.

Office, 21 Cornmut Street.

Residence, 17 Pine street, Victoria West.

Telephone 420.

## Properties For Sale.

Residence lots on George Road and Victoria Arm.

Section XX, Victoria District, 40 acres.

Section XVI, Esquimault District, 20 acres.

Section IV, Sooke District, 70 acres.

Offers to purchase same will be received.

## J. STUART YATES

## WAH LUN,

Chinese and Japanese Silk Goods

Manufacturer of

Ladies' Silk and Cotton Underwear

31 Store Street, Victoria, B. C.

## SHADE TREES

Chestnuts, Lindens, Maples, Elms, Walnuts.

JAY & CO.,

13 Broad Street.

Phone B700. Near Fort

## RELIABLE MEN WANTED

In every locality to introduce our goods, taking up the work of the old and unreliable men, also distributing small advertising matter. Salary or commission \$60 per month plus expenses over \$10 per day. Steady employment, good men. No experience needed. Write for particulars.

EMPIRE MEDICINE CO., LONDON, ONT.

## SITUATIONS WANTED-FEMALE.

A YOUNG LADY requires position in a floral or fancy work establishment. Experience and satisfactory references. Apply 1 Richardson St.

A YOUNG LADY seeks position as useful companion to an elderly lady or invalid. Kind and obliging; highest references. 1 Richardson St.

WANTED-Position as working housekeeper. Good references. Apply at once, "A. B." Colonist.

A CAPABLE SCOTCH WOMAN requires position as housekeeper (blanket) in a family, and cooking for dinner parties. Apply 1 Richardson St.

A LADY CAN RECOMMEND a very good dressmaker. Daily work at lady's home. Apply 1 Richardson street.

## SITUATIONS WANTED-MALE.

WANTED-By capable man, work on ranch or farm. Good references. Address "Ploughman," Colonist.

WANTED-MALE HELP.

WANTED-A wardrobe dresser for H. M. Grafton. Must have good testimonials. Apply on board ship between 9 a. m. and noon.

J. Devereux, 1 Richardson Street.

Mail and country orders promptly and carefully executed.

## LOST AND FOUND.

LOST - January 9th, 1904, fox terrier dog in city, white with black left ear. Collar with name L. P. French, B. E.; \$250 reward to return to Officers' Mess, Work Point Barracks, P. H. French.

## ENTERTAINMENTS.

A GRAND CONCERT will be given in the Y. M. C. A. rooms on Monday next, Jan. 15, under the direction of Mr. A. Longfield, who will be assisted by some of Victoria's leading vocalists and solo instrumentalists and the Wallace orchestra. Admission 25 cents, in aid of Y. M. C. A.

## FOR SALE-PROPERTY.

FOR SALE-Dallas road, water front, 74x 258, 1860. E. A. Harris & Co., 35 Fort Street.

## WANTED-FEMALE HELP.

WANTED-General help (city) and to take part of children (also two young girls daily). 1 Richardson St.

REQUIRED-An experienced cook and housemaid; good wages. Reference required. 1 Richardson St.

WANTED-Teacher for private school. Apply No. 7 Cornmut street.

WANTED-Dry goods saleswoman, strong, active and thoroughly experienced. Address with full particulars, "Dry Goods," Colonist office.

## POULTRY AND LIVESTOCK.

FOR SALE-A four-year-old pedigree mare, one of the finest looking horses in the city; will be sold cheap. 113 Government street, room 5.

FOR SALE-Bay mare; good jumper. Apply Mr. Taylor, Vancouver street.

WANTED-A good fresh cow. Address Edgewood, Beaumont P. O.

## FOR SALE-FARM LANDS.

FOR SALE-Five acres cultivated land and house, Wilkinson road, \$1,000. Terms. Apply E. A. Harris & Co.

FOR SALE-40 acres, 4 miles from Victoria postoffice; 22 under cultivation; good buildings. Apply B. C. Land & Investment Agency, Ltd., 40 Government street.

FOR SALE-500 acre ranch; 250 acres under cultivation; 100 head stock; new buildings worth \$3,000; well furnished house; 100 tons of hay; 6 miles from branch line of C. P. R., near Enderby. All necessary farming implements. Terms on writing. Ranch, Colonist office.

FOR SALE-160 acres, Salt Spring Island; sea frontage, 1050. Apply B. C. Land & Investment Agency, Ltd., 40 Government street.

FOR SALE-130 acres, Salt Spring Island; sea frontage, 1050. Apply B. C. Land & Investment Agency, Ltd., 40 Government street.

FOR SALE OR TO LEASE-Swan Lake Farm, 105 acres, more or less, 2 1/2 miles from Victoria. For further particulars, apply to James W. Meldrum, agent for heirs.

FOR SALE-Farm of 300 acres, 100 acres under cultivation, usual farm buildings, best of soil, handy to city. Can also arrange to buy live stock and implements. Large cattle run. Apply B. C. Land & Investment Agency, Ltd., 40 Government street.

FOR SALE-320 acres, 3 1/2 miles from railway station; 35 acres under cultivation; good house, barns, etc. Can arrange to buy live stock and implements. Apply B. C. Land & Investment Agency, Ltd., 40 Government street.

FOR SALE-100 acres, 100 acres under cultivation, usual farm buildings, best of soil, handy to city. Can also arrange to buy live stock and implements. Large cattle run. Apply B. C. Land & Investment Agency, Ltd., 40 Government street.

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FOR SALE-100 acres, 100 acres under cultivation, usual farm buildings, best of soil, handy



IMPORTERS.

**Clearance Sale**

Men's, Youths' and Boys' Overcoats

20 Per Cent Off  
—AT—  
**ARTHUR HOLMES** 78 YATES STREET,  
CORNER BROAD

Always See That the

# MATCHES

You Buy Bear The Name

Our Parlor Brands:—"King Edward," "Headlight," "Eagle," "Victoria," "Little Comet." Our Sulphur Brands:—"Telegraph," "Telephone."

A Quick, Sure  
Every time by  
of These Brands  
Dealers Every



Light Is Ensured  
Using Any One  
For Sale by  
where . . .

JAMES MITCHELL, AGENT FOR R. C.



**Corticelli**  
SPOOL  
SILK



**Corticelli**

*Too Strong  
to Break*

**Spool Silk** for dressmaking and family sewing, is the best silk made. For hand or machine use it has no equal. Corticelli Silk runs smoothly in the needle; it is always even in size and always

 "Corticelli" Sewing Silk and refuse all substitutes.

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*Corticelli* **BA**<sup>AND</sup> WASH SILKS are put up in patent holders, which prevents waste by tangles or soiling; keeps each shade separate and automatically measures a correct needleful. It is recommended as the only proper way to put up filo and floss silks, and used by art societies everywhere.

---

*Corticelli* 

## Skirt Protector

is of firm and even texture. When soiled a sponge or brush makes it clean again, and no damage done. It has peculiar wearing qualities and perfectly straight selvege.

**For sale everywhere.**



Where they hope to meet all with whom they have done business, and many more. The directors desire to enlist at least 50 more shareholders before the general meeting, Feb. 4th. Kindly investigate, if we cannot prove our proposition to be the best investment of the day, they don't invest. The manager's report for the month of December shows sufficient profit from the sales of medicine to pay 7 per cent on the paid up capital. All liabilities paid, a substantial cash balance in the bank, bills receivable \$3,000, and supplies on hand to make \$1,000 worth of medicine. And the Company is a little over 60 days old.

NO ALCOHOL in any of our medicines; this is the foundation of the future success of the NEVER FAIL REMEDIES.

WESTERN MEDICINE COMPANY, LTD.  
16 Trounce Avenue, Victoria.

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## CORRECT

The long Ulster is the correct style for an overcoat this season.

They cost no more than the ordinary overcoat, and you feel dressed.

---

### Cooper & Linklater

## Tons Hay, 7 Loads Straw,

### Thursday, Jan. 21st, 11a.m.

Seven splendid Cows, Jerseys and Holsteins; 2 Good General Purpose Horses Hay Wagons, 4-inch Tire, and Spring Wagons; 2 Seats; 11 P. Threshing Machine almost new Deering Mower; Chaff Cutter Good Ploughs and Harrows; Dump Cart Double and Single Harness; Sleigh; Cutter Rollers; 8, 40-Gallon Barrels; Double Block

<p>FASHIONABLE TAILORS.          47 Fort. Cor. Broad.          25</p>		<p>smiths', Carpenters' and Garden Tools          etc.          Terms Cash. W. JONES,          Auctioneer.</p>	
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## NOTICE

Owing to the terrible calamity that has overtaken this city, caused through the wreck of the steamer Callam,

**The Auction Sale Ad-  
 vertised for Friday, 15th,**



I Am Instructed by  
**A. R. Milne, Esq., C.M.G.**  
 Collector of Customs, Receiver of Wreck

## TO SELL

At My Mart, 58 Broad St., at 12 Noon,

at my rooms is postponed until further notice.

*Hardaker*  
**AUCTIONEER**